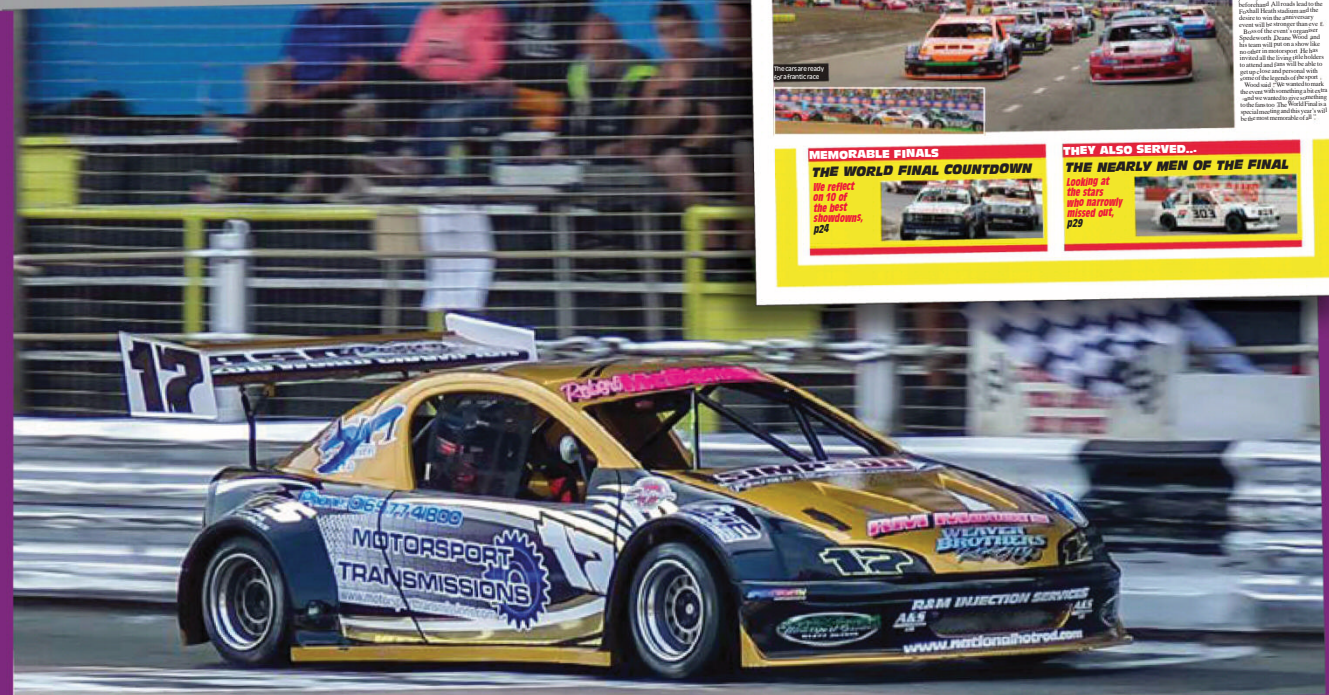


BUMPER PREVIEW THE 50TH NATIONAL HOT ROD WORLD FINAL

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JUNE 30 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS



We look ahead to the short oval showpiece with special eight-page supplement, starts p19



The iconic race car constructor is back in business and has big motorsport ambitions

LOLA TARGETS LE MANS RETURN AS BRITISH MARQUE IS REBORN



Bechtolsheimer is new Lola boss

By Sam Smith

The Lola brand will return to international competition after being acquired by IMSA racer Till Bechtolsheimer as part of an effort to re-establish the British constructor in the motorsport industry.

The deal is set to mean that the Lola name becomes active for the first time in a decade after the previous iteration of the marque was forced into administration in May 2012.

US-based Brit, Bechtolsheimer, now controls all of the assets of the iconic British brand that has designed and produced nearly 5000 race cars spanning 400 different model types.

These include the Huntingdon-based technology centre that features a commercially available 50% scale windtunnel, model shop and seven-post vehicle dynamic test rig.

Full story, p4
Lola feature, p33

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

REPORT

ROVANPERA IS THE KING OF THE SAFARI RALLY

Toyota ace stuns with victory again in 2022 points chase **p14**



BRITISH GP PREVIEW

READY FOR F1'S BIGGEST RACE OF THE SEASON

We look ahead to the Silverstone battles **p34**



£3.99



**SUNDAY 14TH AUGUST 2022,
SILVERSTONE CIRCUIT**

**BOOK
YOUR
TICKETS
NOW**



VISIT WWW.FORDFAIR.CO.UK FOR MORE INFORMATION

fastford

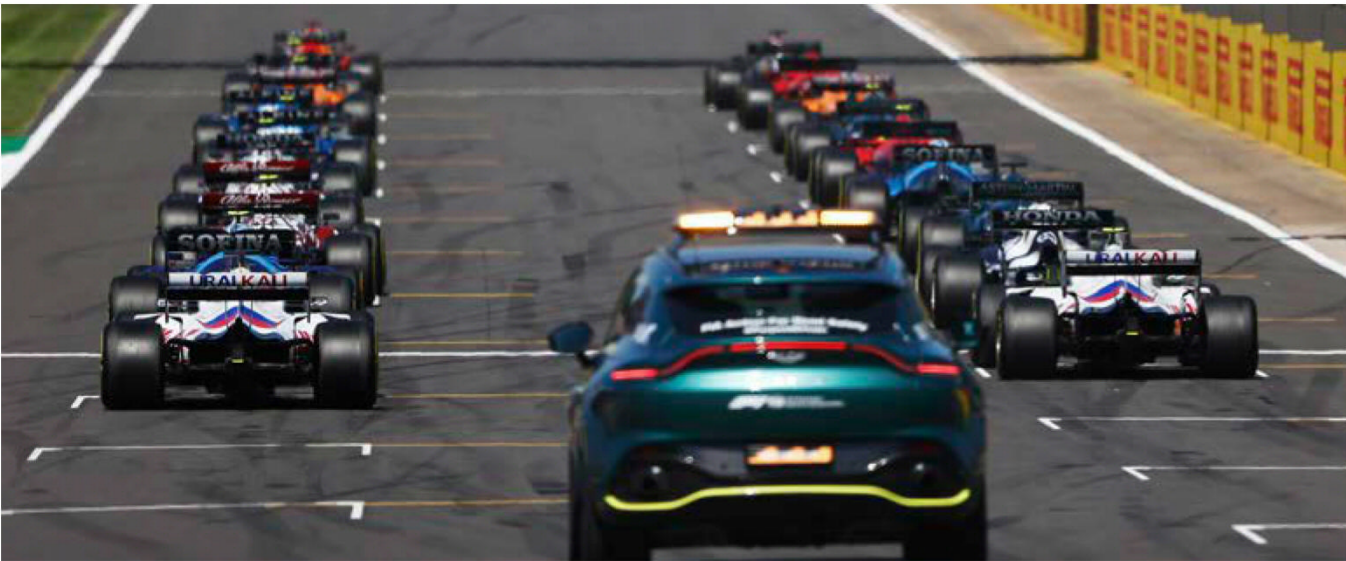


ClassicFord

TERMS AND CONDITIONS *booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change.
Advance public tickets sales close Midnight Friday 12th August 2022. Warning motorsport can be dangerous.

COMMENT

Photo: Motorsport Images, mcklein-imagedatabase, Jakob Ebrey, Lola,



All set for the off: the Formula 1 battlers will be in town at Silverstone this weekend

READY FOR THE BIG RACE OF THE YEAR

There is only really one big question ahead of this weekend's British Grand Prix, and that is: will Mercedes find the 3.67-mile circuit easy on its W13 chassis. If it does, then some vigorous flag-waving will be required from the home-grown fans as George Russell and Lewis Hamilton go into battle.

The signs are that the Silver Arrows will be back towards the front of the pack at Silverstone this weekend. Its engineers are cautious – bitten by previous upgrades and solutions to the porpoising problems that have not cured the car of its ills – but it is much more likely to be nearer to the pace of the Red Bulls and Ferraris this weekend.

Amid the head-scratching at Mercedes, the one thing that is certain is that Silverstone will serve up a belter. Ever since the track was reworked in 2011, it has never failed to deliver drama and it has quickly become a classic and one that all the drivers look forward to. Remember all that fuss about the UK maybe losing its grand prix? Well we can only thank those, including the track's owner, the British Racing Drivers' Club, for its determination in making sure the event was not lost to these shores.

Kalle Rovanpera is having a superb season in the World Rally Championship, and conquered the toughest rally on the schedule when he claimed the Safari Rally victory last weekend. It marked the Toyota Yaris driver's fourth win of the season, and he really is in a purple patch. What is perhaps the most impressive aspect of his performance is that he is just 21 years of age. Old stagers Sebastien Ogier and Sebastien Loeb both took to the start ramp for Kenyan event, but neither was able to use decades of experience to navigate their way through without dramas.

There was none of that for the new Flying Finn. That expertise which belied his years has virtually given him one hand on this year's crown, and he deserves it.

As well as bumper reports from the British Touring Car Championship rounds at Croft and the British GT battles at Snetterton, we take time to look at some of the head-turners from the Goodwood Festival of Speed. Max Chilton set a mind-boggling new record on the West Sussex incline, and all the star cars are under the spotlight on page 36.

This issue also includes a special on the 50th National Hot Rod World Final which takes place at Foxhall Heath in Ipswich this weekend. It is the short oval showpiece where the best in the business do battle for a victory which will go down in the record books, much like the winner of the British GP on Sunday. If you head to either Silverstone or Foxhall Heath, have a great weekend...

Matt James

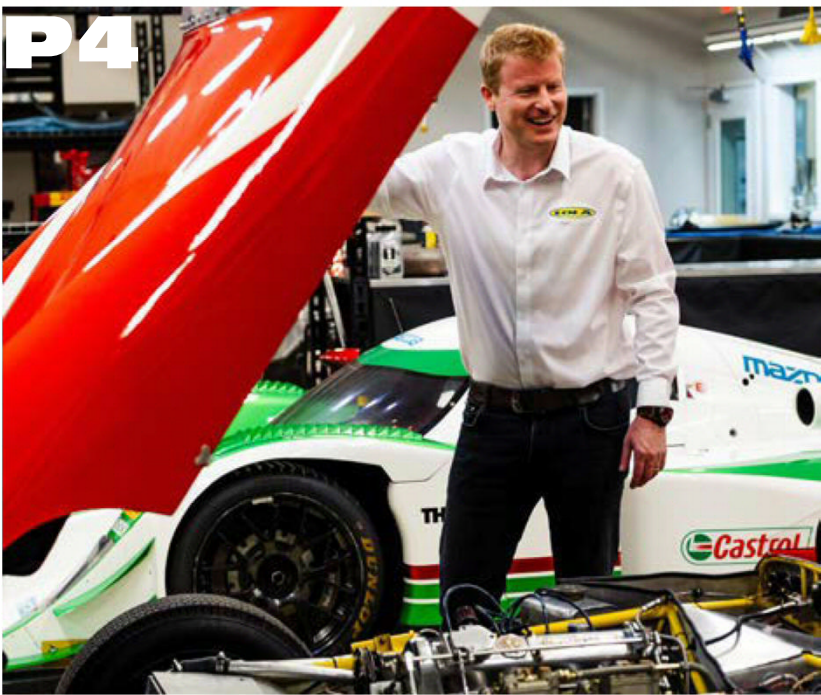
Editor, Motorsport News
matt.james@kelsey.co.uk



MOTORSPORT NEWS

ISSUE MJ3340 JUNE 30 2022

IN THIS ISSUE



FRESH IMPETUS BEHIND REBORN LOLA

The iconic British firm is under new stewardship and has big ambitions



P16
Merc goes on the GT rampage

All the action from Snetterton's British GT championship's races



WORLD FINAL HITS 50!
MN'S SPECIAL PULL-OUT

We celebrate five decades of the Hot Rod showpiece ahead of this weekend's clash



Taking a wow: The Goodwood head-turners

News: Racing	4
News: Rallying	9
News: Sporting Scene	12
News: Histories	13
Report: WRC Safari Rally	14
Report: British GT Snetterton	16
Report: SRC Argyll Rally	18
HOT ROD SPECIAL	19-29
Report: BTCC Croft	30
Feature: Lola's new direction	33
Preview: British GP	34
Feature: Goodwood highlights	36
Reports: National Racing	38
MN Poll: Favourite Toyotas	41
Column: Michael O'Brien	42
What's on/readers photos	43

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P43

RACING NEWS

LOLA RETURN TO TOP FLIGHT TARGETED BY FIRM'S NEW OWNER

Photos :Motorsport Images, Porsche AG

British marque is back in business; plots sportscar comeback

By Sam Smith

The man who has bought the complete assets of the Lola marque has expressed his desire to take Lola back to Le Mans among several targets in the coming years of his custodianship of one the world's best-known customer race car manufacturers.

Till Bechtolsheimer announced that he was following in the footsteps of previous owners Eric Broadley (1958-1997) and Martin Birrane (1997-2012) after concluding a deal with the Birrane family to purchase the brand earlier this year.

Bechtolsheimer outlined what he

intends to make of Lola, telling Motorsport News that "the plan is to re-establish Lola as a leading design and engineering force in modern motorsport."

For Lola's third owner the opportunity to acquire and steer one of motorsport's most iconic marques was one too good not to be taken up.

"I have had a lifelong passion for motorsport and, like most motorsport fans, have always loved the Lola brand. What both Eric Broadley and Martin Birrane achieved with Lola is awe inspiring," added Bechtolsheimer.

The 40-year-old also said his ultimate target is to return Lola to Le Mans. The company first raced at La Sarthe in 1960 before

making appearances almost every year until 2013.

That was when the Rebellion Racing team competed with the LMP1 B12/60 cars finishing seventh and eighth overall.

"There is such a rich heritage of racing at Lola that having an objective of going back [to Le Mans] one day is very motivating," said Bechtolsheimer. "The present LMDh and Hypercar regulations are very interesting from a sporting and technical perspective, so it is for sure a target.

"Doing it with a manufacturer, something which Lola has expertise in from previous projects with Ford, Nissan, Aston Martin would be very interesting indeed."



Bechtolsheimer has a Lola vision



George Russell (l) and Lewis Hamilton (r) will be hoping for pace boost

MERCEDES PINS HOPES ON UPGRADES FOR SILVERSTONE

The Mercedes F1 team is aiming to move closer to the pace of Red Bull and Ferrari at the British Grand Prix at Silverstone this weekend with a raft of tweaks to the W13 chassis.

The Brackley-based team has made progress to iron out the porpoising phenomenon that has afflicted the machines of George Russell and Lewis Hamilton early on in the season. The squad is optimistic that the smoother surface at Silverstone will help push the cars closer to the ultimate pace.

Mercedes' technical director Mike Elliott said: "We will be bringing new bits to Silverstone, we will be trying to push the car forward, trying to get some pace from the car we've got or from the package we've got as well as the new bits we are going to add to it.

"I think at the same time though we have to be honest with ourselves and say that, at the moment, we are just a little bit behind those frontrunners in Ferrari and Red Bull. And in a normal race I think it is going to be tough."



Gasly will be back for more

MADRID COUNCIL BOSSES CHASE F1 RACE FOR THE FUTURE

City bosses in the Spanish capital Madrid have approached Formula 1 chiefs about the prospect of hosting a grand prix in the future.

The region's governors form the Community of Madrid body, and its cabinet minister Enrique Lopez has written to F1's chief executive officer Stefano Domenicali to express an interest in an event.

Lopez's letter said: "I believe that holding in Madrid a motor racing event, which is one of the most exciting sporting phenomena of our time, would be a success for all the professionals,

institutions and companies involved in the development of F1.

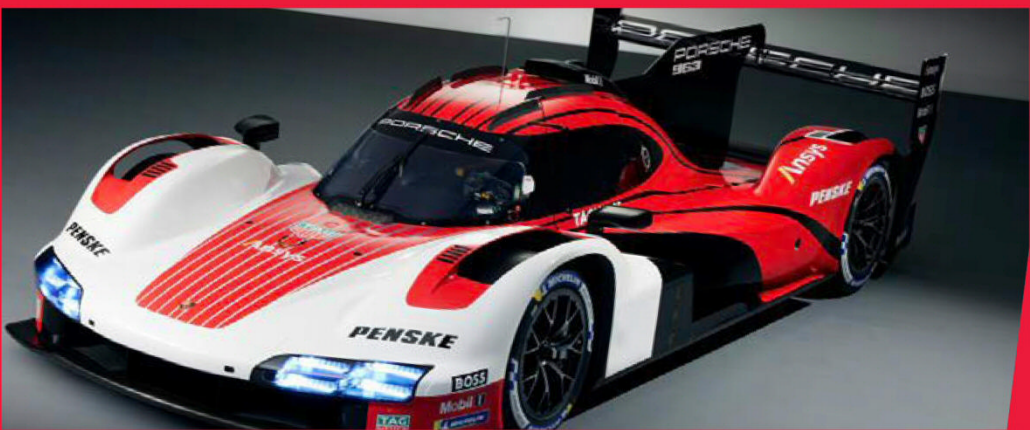
"Of course, it would also be a satisfaction for the whole region and its citizens. That is why the Government of the Community of Madrid has the greatest interest in making it possible."

Five venues have hosted the Spanish GP since the inception of the World championship in 1950.

A race was held on a permanent track near Madrid, at Jarama, on nine occasions between 1968 and 1981. The Spanish GP has been held solely at Barcelona since 1991.



Madrid echoed to F1 engines nine times as cars raced at Jarama



PORSCHE UNVEILS ITS ENDURANCE CHALLENGER

Porsche at the Goodwood Festival of Speed took the covers off its LMDh-spec hybrid 963 that will challenge for overall victories in endurance races in the World Endurance Championship and IMSA from next year. The Porsche Penske works team also confirmed its driver line-up, which is led by three-time Le Mans winner Andre Lotterer. The car is due to make its race debut in January's Daytona 24 Hours, though it may get a run out in November's WEC Bahrain round.

GASLY SECURES 2023 SLOT BY STAYING WITH ALPHATAURI

Pierre Gasly has confirmed that he will continue to race for the AlphaTauri grand prix squad in 2023.

The Frenchman, the winner of the Italian Grand Prix in 2020 with the team, is under contract to Red Bull, which also owns AlphaTauri. The 26-year-old is 11th in the standings this year and his best result so far has been a fifth place in the Azerbaijan Grand Prix earlier this month.

"I have been with this team for five years now," said Gasly. "I am proud of the journey we've been through together and the progress we have made.

"This year's new regulations have created new challenges for us and being able to plan our development with the team for the next 18 months is a good working basis for the future."

The Faenza-based team is headed up by Franz Tost. He added: "[Pierre] is definitely in the group of the best and most competitive drivers in F1 and has proven his abilities during all the time he has spent with us."



Champ wants more in 2023

DAVIDSON WANTS FULL-TIME 2023 COMEBACK

British GT champion Graham Davidson is looking for a full-time return to racing in 2023 after his latest outing replacing absent Kelvin Fletcher in Paddock Motorsport's GT3 McLaren Pro-Am partnership.

Amateur driver Davidson raced in Oulton Park's season-opener double header this year as a last-minute replacement when Team Rocket RJN's McLaren 720S GT3 Am driver Simon Watts caught Covid. These were Davidson's first British GT appearances since winning 2019's overall GT3 title.

Davidson now is substituting for Fletcher alongside Martin Plowman for Snetterton last weekend and the forthcoming Sparround, as actor Fletcher has clashing work commitments.

Davidson told Motorsport News of his Paddock stint: "This is definitely a warm-up act for next year. I feel like I've got unfinished business. I want to have another run at British [GT] or perhaps even a European championship. Hopefully I'll be in a better place financially to do a full season next year, and if I can't I'll still pick away at doing races to fill seats, keep my hand in."

"At the moment for me work-wise it's just going to be Snetterton and Spa for the remainder of this season unless some attractive deal came out the woodwork for Donington. But at the moment nobody's talking about anything."

"It was only Covid messing up a few work-related jobs for me that put a stop to my 2020 season and since then it's been a struggle to have the spare money to go racing."

FRONTRUNNER BALFE AUDI MISSES SNETTERTON BRITISH GT ROUND

Missing pre-race test and BoP competitiveness concern means pair were absent

Photos: Jakob Ebrey, Motorsport Images, GTWorld Challenge Europe



Race one victor not in Norfolk

By Graham Keilloh

British GT frontrunning Balfe Audi GT3 pair Shaun Balfe and Adam Carroll missed last weekend's Snetterton double header due to work commitments plus concerns over their Balance of Performance competitiveness.

Pro-Am duo Balfe and Carroll won Oulton Park's 2022 season-opener and prior to Snetterton sat third in the drivers' standings 16.5 points off RAM Mercedes pacesetter Ian Loggie.

Team boss and driver Balfe told Motorsport News: "We weren't able to make the test day because I was busy with work, and I could see there was a lot of competition at the test day. They [rivals] are also doing GT Cup racing as well."

"I don't like making the numbers up. BoP [Balance of Performance] wasn't on our side, missing the testing, business commitments, [it's a] combination of lots of little things that make a decision."

"It's a shame, but I'm not in a position where I'm printing enough money at work



Audi has been slow on straights

to do multiple championships and multiple buckets of testing, and that's where the competition's at."

"I could smell the writing was on the wall. We were slowest car through the speed traps at Silverstone [and] Donington, I'd missed my testing at Snet, we were probably going to be a mid-pack runner again."

"I got the decision last week from Audi that [organiser] SRO weren't going to shift [on BoP]."

Balfe also could not confirm when the Audi would be back: "We'll look at the nature of the tracks and where we think the car will be strong to get the best rewards."

DE PAUW REMAINS WITH RAM

Rising star Ulysse De Pauw will remain in RAM Racing's British GT championship line-up for the rest of this season after joining John Ferguson at last month's Donington Park meeting.

The vacancy alongside Ferguson in the RAM Mercedes GT3 Silver-Am partnership came about after incumbent Jamie Caroline had a difference of opinion with the squad.

Twenty-year-old Belgian De Pauw

alongside Ferguson qualified eighth and finished seventh at Donington, setting second-fastest race lap. De Pauw finished third in 2020's BRDC British Formula 3 standings and this year also races in GT World Challenge Europe Sprint Cup with AF Corse, recently taking his first victory.

De Pauw said: "It's great to have a second racing programme this year to help maximise my track time, and

jumping between the Mercedes-AMG in British GT and the Ferrari in GT World Challenge will help me become a more adaptable driver."

"I felt at home with both RAM and John right away, so I have high expectations for the rest of the year. John and I will be aiming to win Silver-Am races in the near future and my goal is to help him finish as high in the championship as possible."



De Pauw feels at home at RAM

DTM AND FE MAN JOINS BRITISH GT



DTM winner Eriksson will race in British GT for rest of the year

DTM race winner and Formula E driver Joel Eriksson will race in British GT for the rest of this season alongside Betty Chen in Century Motorsport's GT3 BMW.

Chen, making her British GT bow this year, prior to last weekend's Snetterton meeting raced alongside Angus Fender. From last weekend she switched from Silver-Am to Pro-Am with Eriksson.

Eriksson, who turned 24 this week, made eight FE starts with Penske in 2020-21 and took DTM victory in 2018 at Misano with BMW Team RBM.

BALDWIN BACK FOR SPA 24 HOURS

British GT title-battler James Baldwin is making his long-awaited return to real-life racing in next month's Spa 24 Hours in a Garage 59 Silver Cup McLaren 720S.

Esports star Baldwin fought for British GT's overall GT3 title right into 2020's final race, driving a Team Rocket RJN McLaren alongside Michael O'Brien. Baldwin's running in last week's two-day Spa 24-hour test with Garage 59 was his first time behind the wheel of a real-life racer since British GT's 2020 finale.

Baldwin told Motorsport News: "It came about from developing a relationship with a partner called Travel Planet, along with my ties with Team Rocket RJN who have been



James Baldwin once again is turning virtual into reality

managing me in trying to get back into a real-life motorsport seat."

"It's a one-off, but it's the biggest GT race in the world. And it's doing it with a long-term goal in mind to be back in racing full-time in proper campaigns, GT World Challenge, eyeing up

Le Mans in the future, that's the scale of the thinking. We're really determined to get a good result to make it all worthwhile."

"Our realistic goal will be to get a Silver class podium. [It's] a very competitive class. Maybe a win, if it all goes smoothly and well."

2022

08 ROUNDS

01 CROFT CIRCUIT
SUN 10 APR

02 OULTON PARK
SAT 14 MAY

03 PEMBREY CIRCUIT
SUN 18-19 JUN TBC

04 SILVERSTONE
SUN 17 JUL

05 DONINGTON PARK
SUN 7 AUG

06 BRANDS HATCH
SAT 27 AUG

07 CADWELL PARK
SAT 17 SEP

08 SNETTERTON
SUN 2 OCT

116 trophy



f 116trophy

t 116trophy



THE SERIES

Now in its fourth year of running, the Gaz Shocks 116 Trophy, sponsored by Laser Tools, is an ambitious, unique, competitive and inclusive one-make endurance race formula.

Dedicated to the BMW 116i, holding events across the UK's most historic circuits and in partnership with the 750 Motor Club, the 116 Trophy is the country's fastest-growing RWD Endurance series.

Through a combination of consistent regulation, minimal modifications and a strong focus on feedback from our community we are proud to be able to offer Motorsport enthusiasts a gateway into racing.



DONINGTON PARK 7 AUGUST 2022
90 MINUTE ENDURO

BECOME A 116 TROPHY PARTNER

We have exclusive opportunities for companies and brands to affiliate with our exciting 2022 series.

To find out more please contact Mark Bate
07465 424912

Visit our website at 116trophy.com or email us info@116trophy.com

BURTON

Wouldn't it be great if you could get all the parts for your Ford from one place?

Braking
Engine Components
Styling & Safety
Suspension
Transmission
Tools & Sundries
Electrical

You can! www.burtonpower.com

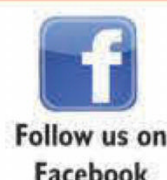
Tel: 0208 518 9126

- Secure online ordering
- Tuning guides
- Over 4000 product photos
- Flick-through e-catalogue



sales@burtonpower.com

Order Online
Mobile and tablet friendly website



Fast mail order worldwide.
Order online.
www.burtonpower.com



Europe's Leading Classic & Performance Ford Specialist

RACING NEWS



Gilkes is racing and studying



Photos: Jakob Ebrey, Motorsport Images, Dickon Siddall

The GB4 race winner will get a year as an Aston Martin F1 engineer

GILKES GETS F1 ASTON MARTIN PLACEMENT

GB4 race-winner is set for a year-long F1 engineering role as part of her degree

By Graham Keilloh

GB4 race-winner Megan Gilkes this August will start a year-long internship with Aston Martin’s Formula 1 team as a trackside support engineer as part of her university degree.

W Series race-winner Gilkes, a

multiple winner in the inaugural GB4 junior single-seater championship this season with the Hillspeed team, has just completed her third year of an Aeronautical Engineering degree at Imperial College London, that she does alongside her racing.

The 21-year-old Canadian also recently competed in the F1600

support races at the F1 Canadian Grand Prix at Montreal.

Gilkes told Motorsport News: “In university a lot of students tend to apply for a year out with an industrial placement so I really wanted to work in F1 and so I reached out to a bunch of teams and applied to lots of different teams for a few different roles and

was very lucky to get the Aston Martin placement.

“I’m really excited to be working with them soon and it’s a dream come true for me to be involved in F1 in any way. It’s something that I’ve wanted to do with my career since I was 10 years old, whether it be it as a driver [or] as an engineer.”

CHRISTODOULOU COMMITS TO GB3

Teenager Nico Christodoulou will complete the rest of this year’s GB3 championship with Arden Motorsport after making his debut at last month’s Donington Park round.



Nico staying on

The 17-year-old Canadian at Donington – the first time he’d sat in the car or driven on a European circuit – twice qualified 10th half a second off pole position.

US Formula 4 race-winner Christodoulou therefore continues to race in a collaboration between Arden and his American Velocity Racing Development team from Formula Regional Americas and US F4.

Christodoulou said: “I loved driving the car at Donington and I was keen to find a way to continue so I can experience the other British tracks and continue my development with the car and team. We’re aiming for top results.”

SIMPSON BECOMES GINETTA RACING BOSS

Mike Simpson is set to become Ginetta’s new head of motorsport after standing down from his current position as a factory driver.

Simpson has been a Ginetta factory driver for 14 years and is the company’s longest-serving employee since its LNT Group inauguration. He has competed globally in various factory and customer programmes, performed a key role in developing Ginetta’s fleet, and has also maintained a Ginetta commercial role.

He will now spearhead all company on-track activities, including its four domestic championships, track days and driver development.



Simpson in charge

Simpson said: “Developing cars and racing around the world at all levels has been a dream for me, but I knew it was time to take a step back from the professional driving.

“I want to keep Ginetta at the front of UK motorsport, as well as continuing our expansion into new markets globally.”



MG Metro Cup will have parade and display for landmark

METRO CUP TO MARK 30 YEARS

MG Metro Cup will celebrate its 30th anniversary at the championship’s Snetterton season-closing September meeting with a parade and other activities in addition to its usual race programme.

The MG Car Club one-make championship started in 1992, and organisers are looking for race and road-going Metros for a special lunchtime track parade plus a Metro display at MGCC’s event in Norfolk on Saturday, September 24. Organisers plans to mark the occasion also include memorabilia such as a keepsake for participants plus an evening barbeque at the circuit.

Metro Cup coordinator Emma

Cross told Motorsport News: “Other championships within MG Car Club have had their own [anniversary] celebrations; it’s really important to celebrate 30 years of racing.

“We’re just going to keep going until these cars become classics. And also some of our drivers – Dave Javes, Dick Trevett, Tony Howe – have been with us for at least 25 years. And they’re still up at the front.

“It [the anniversary event] should be fun, all the drivers are really supportive, and there’s quite a following [for the Metro]. We’ve had quite a few enquiries [for the parade and display] already.”

You can register a Metro for the event via scanning the QR code.

NO MOTORSPORT IF RACERS GETS BAN

Motorsport UK has confirmed that those disqualified from holding or obtaining a road driving licence cannot hold a licence to compete in this country.

Road Traffic Acts (RTA) disqualification means the right to be granted or hold a ASN (national sporting authority) competition licence is automatically

suspended. The suspension will expire when the RTA licence entitlement is restored.

All disqualified competition licence holders must immediately report this to Motorsport UK’s licensing department and surrender the physical licence. Failure to self-report will result in an automatic national court

referral with interim suspension, and the penalty may be doubling the suspension period.

This incompatibility of road bans with competing comes from a combination of motorsport regulatory requirements surrounding conduct plus alignment with FIA road safety programmes.



No competing if got road ban

STUDENTS LAUNCH ELECTRIC CONTENDER



Top UK Formula Student team Oxford Brookes Racing (OBR) has launched a brand-new all-electric race car to compete with other universities from around the world at this year’s Silverstone event on July 9-10. OBR has been the contest’s top UK team seven times and its previous combustion car finished second overall in 2019. More than 350 students registered to take part in this year’s OBR car and battery’s design and build, and flags representing their many nationalities are presented on the car.



Famous team hit by a fire

TEAM DOLAN ‘LOSES EVERYTHING’ IN FIRE

Reigning National Formula Ford champion Team Dolan lost six cars and other equipment in a fire last week.

The fire happened overnight between Sunday and Monday, as the multiple title-winning team – run by 1989 British Formula Ford

champion Bernard Dolan – was returning from the National round at Anglesey.

Team social media posts read: “In the early hours of Sunday night-Monday morning we lost everything. We were on our way back from racing in Anglesey so did have

our truck with three cars onboard.

“Tragically we have lost a further six cars and much much more (as all of you racing people know) belonging to ourselves and some of our wonderful customers. We cannot put into words how shocked we are. We will regroup.”

TIME TO GET ORGANISED

A tool control system designed to maximise efficiency

Get Organised™



FIND YOUR LOCAL DEALER: tengtools.com

Or contact: 015257 11500

RALLY NEWS

EVANS HELPS TOYOTA REPEAT HISTORY BUT WRC TITLE HOPES SLIDE ON THE SAFARI

Briton part of Toyota 1-2-3-4 but winning team-mate Rovanpera increases points advantage

Photos: mcklein-imagedatabase.com



Evans helped the team, and Latvala (inset) was pleased

By Graham Lister

Elfyn Evans helped Toyota repeat a bit of World Rally Championship history on the Safari Rally last Sunday – on a day when his hopes of a maiden WRC title all-but evaporated.

Welshman Evans was part of a Toyota 1-2-3-4 in East Africa, a performance that replicated the Japanese make's identical result in 1993 when Juha Kankkunen finished first ahead of Markku Alen in a Celica top-four lockout.

But Evans is now 88 points behind team-mate Kalle Rovanner – who took his fourth victory of the campaign with a winning margin of 54 seconds over the Briton – with seven rounds left.

The Finn, 21, is 65 points ahead of his closest challenger Thierry Neuville, who could do no better than fifth in Kenya after the Belgian Hyundai driver retired on leg two when he hit a tree in poor visibility.

Speaking after the finish in Naivasha on Sunday, Toyota's former driver-turned-team chief Jari-Matti Latvala said: "The drivers did the job exactly how this rally needs to be driven, you don't need to be the fastest but you need to be the smartest. You can see how difficult it is to get results like this, it was 29 years

ago since such a thing like this happened here. When we were developing the Yaris we focused above all on making a really strong and reliable car. This was really the most important thing on this event and the car has worked really well in such difficult conditions."

Takamoto Katsuta completed Toyota's Safari podium (*see story, below*) with Sebastien Ogier, the reigning World champion and the winner in Kenya last season fourth after he dropped out of the lead on Friday to change a punctured tyre.

For Evans the runner-up spot in Kenya was his second top-two finish of his troubled 2022 campaign alongside co-driver Scott Martin.

"Of course we really wanted to fight for the win," Evans said, "but that slipped away from us on Saturday with one thing or another, and today was about securing this 1-2-3-4, which is obviously a fantastic result to be a part of. It was a tough fight to get through this extreme terrain here in Kenya and while everybody else has struggled, our cars have really come through it so a big well done to the team."

Toyota's top-four finish means it heads to Rally Estonia, scene of Rovanner's maiden WRC win in 2021, for round seven of the season from July 14-17 with a lead of 62 points over Hyundai.

GREENSMITH EXPLAINS ANGRY MARSHAL REACTION

Gus Greensmith was at the centre of social media storm last weekend when he was caught on camera swearing at stage-side marshals on the Safari Rally.

Manchester's Greensmith and his Swedish co-driver Jonas Andersson were uninjured following their high-speed roll on

Saturday's opening stage but could only exit their overturned Ford Puma Rally 1 by smashing the windscreen.

After footage of the incident emerged, Greensmith tweeted: "To clarify this video we had been trapped inside the car for over three minutes whilst safety marshals filmed and did

not assist either myself and Jonas in exiting the car".

Following the incident, the FIA accepted the M-Sport crew hadn't received assistance in due time although it is understood the reluctance of the marshals to help was down to fears of electric shock even though the green safe-to-touch light was

displayed on the Ford hybrid.

After retiring on Saturday, Greensmith restarted on Sunday and scored Powerstage points for the first time by going fourth quickest, although he could do no better than 16th in the overall classification, one place behind team-mate Adrien Fourmaux.



Greensmith was offered no help in his damaged M-Sport Puma

JOHNSTON PRAISED AFTER SCORING FIRST WRC PODIUM

Takamoto Katsuta said Aaron Johnston's maiden World Rally Championship podium was fitting reward for the "incredible job" the Irishman is doing co-driving the Japanese in the WRC.

Katsuta's third place on the Safari was his second podium at world level but Johnston's first and came eight months into their partnership.

"I'm very, very happy for him and because he did an incredible job, not only for this rally, he organises and prepares every rally very, very well and I really wanted to give him the good result back," said Katsuta, who is on a long-

term driver development programme with Toyota. "But, unfortunately, [the] last few rallies I was not so fast enough and I lost the podium in Portugal and I could not give him many good results. Finally I give him some good memories, so I'm now relaxed a little bit and very happy for that."

Katsuta scored his breakthrough WRC podium on the Safari Rally last season with Briton Dan Barritt co-driving. Barritt was then injured on the very next event, Rally Estonia, which forced Katsuta to go in search of a replacement and ultimately led to him joining forces with Johnston for Rally Finland last October.



Katsuta praised partner Johnston

PADDON USES ERC OUTING TO LAUNCH WRC COMEBACK BID

Hayden Paddon is using this week's Rally Liepaja to make his international comeback ahead of a planned WRC2 campaign later this season.

The New Zealander, a one-time WRC event winner, hasn't competed outside his homeland on an international-level event since Rally GB in November 2019. But the 35-year-old is using Latvia's round of the European championship as a test event ahead of Rally Estonia with an appearance on Rally New Zealand in October his target ahead of a seven-round '23 WRC2 bid.

"We're not coming over to try and be heroes straight away," Paddon told FIAERC.com. "It's a different kettle of fish from rallying in New



Paddon's last top-flight outing was in GB, 2019

Zealand to rallying in Europe, so we're just looking to build ourselves back into it.

"Latvia is a test event. It's been a big push to get the car ready and the first time we'll sit in it will be on shakedown. We'll be testing lots of different things throughout the rally."

Paddon is the 12th seed for the high-speed gravel event, which runs between the western Latvian cities of

Liepaja and Talsi from tomorrow (Friday) until Sunday. He's entered in a Hyundai i20 N Rally2 alongside long-term co-driver and fellow New Zealander John Kennard.

European points leader Efrén Llarena tops the entry in a Skoda Fabia Rally2 run under the Team MRF tyres banner. Junior WRC ace Tom Kristensson is entered in an older-spec Hyundai i20 R5.

RALLY NEWS

BRITISH CHAMP EDWARDS PLEDGES TO RETURN TO DONEGAL RALLY

Title winner wants to make Ireland comeback despite crashing out from first position

By Jason Craig

Matt Edwards has said that he wants to finish the job he started having crashed out of the lead of the Donegal International Rally.

The triple British champion was promoted to the lead after the opening Sunday stage when Callum Devine retired his Volkswagen Polo GTI R5 with a burst radiator.

However, Edwards' lead was short-lived as one stage later he crashed heavily at a fifth-gear corner on Atlantic Drive when he clipped a hidden kerb, causing a tyre to deflate and his Citroen C3 Rally2 to slide off the road into a concrete block.

Co-driver David Moynihan sustained rib, shoulder and hip injuries and Edwards a couple of fractured ribs. Edwards told MN "it's basically self-assessment" as to when he can compete again having broken some ribs.

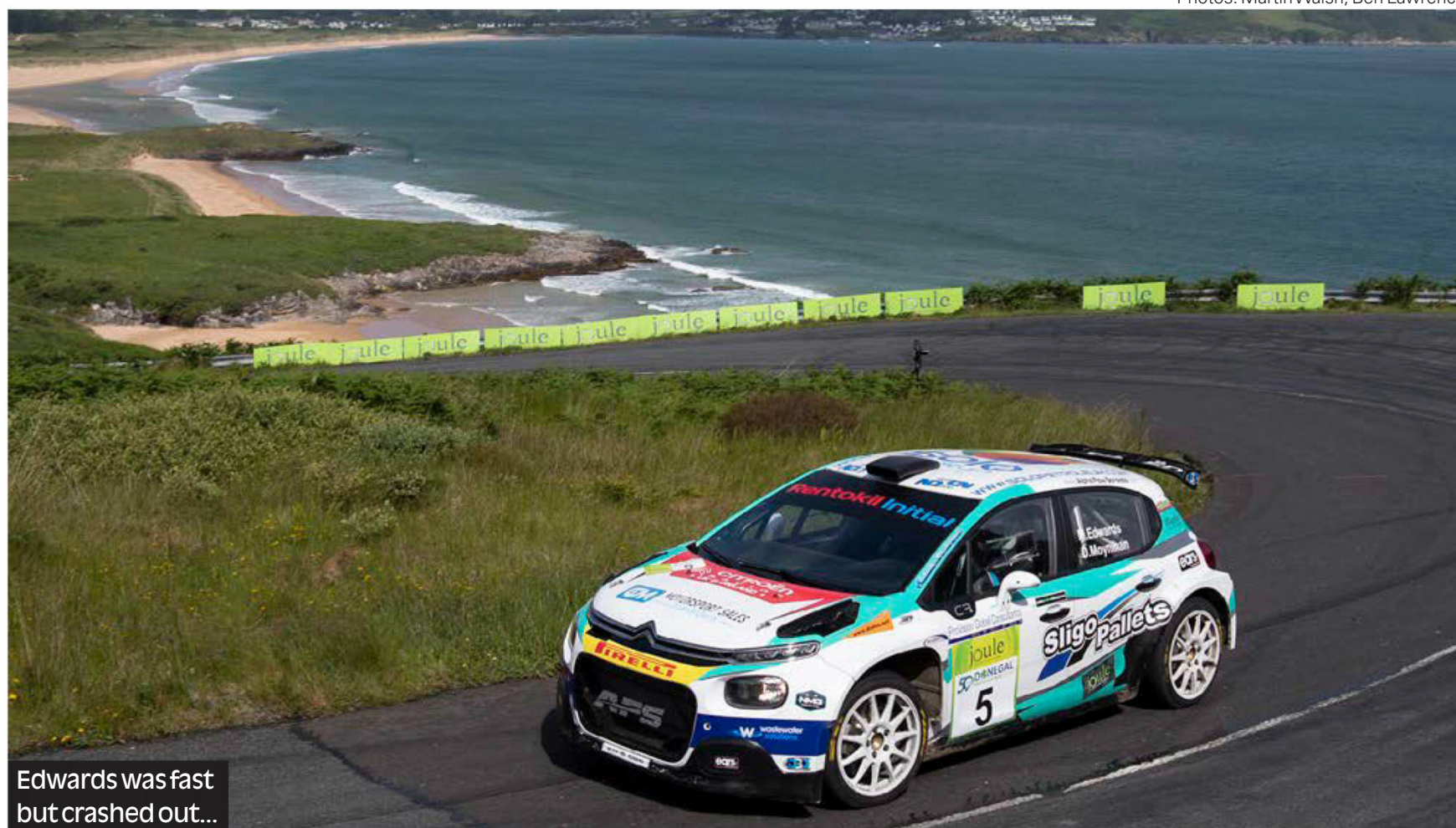
It was the biggest crash of the 37-year-old's career, but Edwards – who hadn't driven an event in a

four-wheel-drive car since winning his third British Rally Championship title last October – is clear he wants to try and get back out on another Irish event.

"I've sort of proved to myself that I'm still capable of it and want to do it," he said. "Obviously, the proof will be in the pudding actually getting in a car again because it was a scary thing, but I think we've made a good case for trying to get some leverage and some backing to try and do another event or the championship.

"Because of the amount of time we have been out of an R5 car and the Citroen C3 being new to me, we were not really expecting to be in the fight for victory in Donegal. It was nice to get that feeling back of driving an R5 car. I was pleased with how I had adapted to the C3; the Pirelli tyres were working well and I was happy with our pace.

"Donegal was an amazing experience. The stages, fans and the competition were fantastic, and I would love to come back one day and finish the job off."



Photos: Martin Walsh, Ben Lawrence



The Moonraker will offer BRC hope Cronin some more miles

CRONIN TO USE LOCAL EVENT AS NICKY GRIST SHAKEDOWN

Four-time British Rally champion and current series leader Keith Cronin will have his shakedown for the forthcoming Nicky Grist Rally virtually on his doorstep.

Saturday's Munster Moonraker Rally, round three of the Irish Forest series, is only a 40-minute drive from his home in West Cork. "It was a no brainer really and the timing is perfect, it's just the week before the Nicky Grist Rally," said

Cronin. "We haven't done a forest rally since the Cambrian last October and that was in a Fiesta, plus we're on Pirelli tyres now so there's some learning to be done."

Cronin is no stranger to the Moonraker, having competed twice previously, also as a shakedown exercise. "I will be focussing on set-up, obviously I will be going hard to get a better feeling of the car, but I won't

be going maximum or anything."

Cronin, who will be co-driven by Mikie Galvin, added: "We will be doing our own thing, yes, we will look at some of the other times, to see our pace. Hopefully, there will be a strong entry in that respect. It's also likely to be our only Irish event this year."

Cronin is 10 points ahead of James Williams in the BRC standings with Osian Pryce eight points further adrift in third.

DOBASU MAKES MORE BRITISH PROGRESS

On only his third-ever rally, American Allen Dobasu returned to the UK to contest the Kielder Forest Rally, following a successful debut run to sixth overall in a Ford Fiesta Rally2 on the recent Plains Rally.

Partnered by Jamie Edwards, Dobasu adopted a steady approach, commenting that the stages on the first loop were

"very loose everywhere." He returned to service in Hexham in an encouraging 10th position, having set seventh-fastest time on the third test of the day in Falstone.

Unfortunately, on the following stage, the second run through The Bowers stage, the crew hit a big rock, damaging the driveshaft of the Fiesta and forcing retirement.



Dobasu made another UK outing

RETSON STEPS UP FOR McRAE CHALLENGE

Finlay Retson will get his first taste of Rally2 machinery on this weekend's McRae Rally Challenge at Knockhill.

Retson, 22, hasn't competed since last October's Cambrian Rally in a Ford Fiesta Rally4 but couldn't resist the opportunity to compete in the showpiece event with a four-wheel-drive car.

"I never had much planned for this year, it was going to have to be a quiet one and save money – that might still be the case after the McRae," Retson told Motorsport News. "But we got an invitation to come and do it

and after winning it in the Junior 1000 in 2015 I felt it was only right to come back.

"Obviously we've sold the Rally4 so I needed a car, we were in talks with Dommie [Buckley] for a while when we still had the Rally4 but nothing ever happened."

The drive remains a one-off however, even though Retson would love to do more. "I'd like to do at least a few more events this year, a mix of gravel and asphalt," he said, "but I'll be honest: it's very much down to money."



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline

Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk



Max McRae matched the top runners at the end

Photos: William Neill

McRAE JR SAYS DONEGAL WAS A MASSIVE CHALLENGE

Teenager says he learned more about his craft in Irish outing

By Martin Walsh

Max McRae made his European competitive debut on the Donegal International Rally alongside Mac Kierans and had an incident-free run in a Ford Fiesta Rally4 car to finish third in the RC4 class.

The nephew of the late Colin McRae claims to have discovered more about himself across the three-day rally

than all of his previous competitive appearances combined.

Despite having never previously experienced competing on damp and greasy asphalt, 18-year-old McRae ended up setting times only a few seconds slower than his rivals towards the end.

“Donegal definitely lives up to all the stories my dad and gramps have been telling me – it is an amazing place and an amazing rally,” said

McRae. “The first stage was probably the hardest I’ve done in my career so far. On Saturday we certainly had the best run all weekend and we managed to get a bit of a gap towards fourth going into Sunday when it was just a case of getting through the stages.

“We put in some good times out there as well and upped our pace which is good to see. But we made it to the end and that is the main thing, so we are over the moon with that,”

he added. “There is no doubt I have learned a lot more last weekend than I have in any of the other rallies that I have done, let alone any other asphalt events. I’m taking so much away from the weekend and so many positives. We will take that onto future events and I have no doubt it will help me.”

Throughout the rally McRae was mentored by his father Alister and his grandfather Jimmy, who triumphed in Donegal Rally in 1980.

LISBURN TOWN CENTRE BASE FOR DOWN RALLY

Next month’s Down Rally will return after a two-year absence with eight special stages totalling 50 competitive miles from a base in Lisburn.

Jointly promoted by Rathfriland Motor Club and Ballynahinch and District Motor Club, the July 23 event will be a round of the Northern Ireland Rally Championship and the Motorsport UK Asphalt Rally Championship.

The popular event will run from a new base at Lagan Valley Island complex in the city of Lisburn and the clerk of the course is confident of taking the rally to new heights.

Andy Gilmore said: “I am delighted the rally is located in Lisburn City Centre.

We hugely appreciate the support, help and welcome we have received from Lisburn and Castlereagh City Council.

“Rallying has a proud history in Lisburn City Centre, and we are delighted to have the opportunity to bring it back to the people of Lisburn and beyond. These are fantastic facilities and will help us raise the standard of the rally to new heights,” he added.

While the event marks the mid-point of the Asphalt Rally Championship, it will be the fifth and final round of the Northern Ireland Championship.

Reigning champion Jonathan Greer heads the points and is well placed to take a third crown.



Greer will relish Down Rally challenge

CARL SORENSON STAGES: PORTREATH BY IAN HARDEN

JUNE 25

FLEMING AND RUMARY WIN THE BATTLE OF THE SUBARU IMPREZAS ON THE HIGH-SPEED SWEEPS

Craig Fleming and co-driver Paul Rumary (Subaru Impreza) continued their recent good form by taking their third win in succession, just over one minute ahead of Steve and Yvonne Fuzzeland (Subaru S12 WRC). The two crews locked horns throughout the nine stages, swapping fastest times while hotly pursued by third-placed Dan Gibson/Shawn Layland (Darrian T90).

Fleming took a 12s lead on stage one but

Fuzzeland immediately hit back on stages two and three, climbing from fourth to challenge for the lead. From then on, both drivers made full use of their power advantage on Portreath’s high-speed tracks to exchange fastest times. The issue was settled on stage seven; Fleming went 20s faster than anyone else and created a sufficient gap to hold off Fuzzeland’s late charge.

Gibson had an eventful run to third place

and Class D victory. His day included several spins; one high-speed example destroyed the Flying Finish boards. James and Ben Harvey (Impreza) set a consistent pace all day to come home fourth while immediately behind, Mark and Nic Clayton (Toyota Starlet) took fifth and won Class C after a massive battle with Nigel Swan/Andrew Hamlyn (Ford Escort Mk2). The two protagonists were never more than five seconds apart, but Clayton

secured the win with third overall fastest on stage nine, relegating Swan to sixth overall.

Further back in ninth, Darren Pool/Tom Jones (Vauxhall Corsa) dominated Class B. Setting several top 10 times, they pulled ever-further clear of Paul and Richard Tappin’s Sunbeam Talbot to win by 1m59s.

Results

Organisers: South Hams Motor Club. **When:** June 26.

Where: RRH Portreath, Cornwall. **Championships:** ACSMC, ASWMC. **Starters:** 35. **Stages:** nine.

1 Craig Fleming/Paul Rumary (Subaru Impreza) 1h0m56s; 2 Steve Fuzzeland/Yvonne Fuzzeland (Subaru S12 WRC) + 1m04s; 3 Dan Gibson/Frankie Hillman (Darrian T90); 4 James Harvey/Ben Harvey (Impreza); 5 Marc Clayton/Nic Clayton (Toyota Starlet); 6 Nigel Swan/Andrew Hamlyn (Ford Escort Mk2); 7 Danielle Fuzzeland/Mark Johnson (Impreza B13); 8 Barry Warman/Matthew Warman (Escort Mk2) 9 Darren Pool/Tom Jones (Vauxhall Corsa); 10 Tony Palfrey/Trevor Disney (Peugeot 205).

Class winners: Chris Bird/Harriet Wilson (Rover Mini), Pool/Jones, Clayton/Clayton, Gibson/Layland, Fuzzeland/Fuzzeland.

SWEET LAMB TIME TRIAL: SWEET LAMB BY PAUL LAWRENCE

JUNE 25

PRITCHARD CONDUCTS A SUCCESSFUL SHAKEDOWN FOR HIS VW POLO R5

Jason Pritchard and Phil Clarke won the Sweet Lamb Time Trial as the perfect warm-up for next week’s Nicky Grist Stages.

As part of his British Rally Championship campaign in the Melvin Evans-run VW Polo R5, Pritchard entered the six-stage time trial to learn more about the car on gravel and get himself back into gravel mode after an absence of eight months.

It was clearly a case of mission accomplished as Pritchard and Clarke finished the day with a minute and

a half in hand over John and Ben Caine and their Subaru Impreza.

However, across the opening three stages at Sweet Lamb Dylan Davis and Dorian Evans had set a cracking pace to lead in their Skoda Fabia R5 only to retire on stage four with transmission dramas. Pritchard took over at the head of the event and built his pace through the day to achieve all his targets.

The Caines drove the doors off their Impreza on second-hand tyres and

squeezed ahead of the Fabia R5 of Bob Morgan and Ade Williams on the very final stage. Having gone into the stage six seconds down, Caine emerged with a three-second advantage. “I wouldn’t have wanted to have gone any quicker through that final stage,” admitted John Caine.

Craig Jones and Ian Taylor set themselves up for a BRC return with fourth in their Fiesta 4x4, while further down the order Neil Weaver and Rhodri Evans were best two-wheel-drive crew in their Opel Corsa Super 1600 after a late

decision to tackle the event.

Results

Organiser: Newtown and District AC **When:** June 26 **Where:** Sweet Lamb **Starters:** 40 **Stages:** 6

1 Jason Pritchard/Phil Clarke (VW Polo R5) 26m20s; 2 John Caine/Ben Caine (Subaru Impreza) +1m34s; 3 Bob Morgan/Ade Williams (Skoda Fabia R5); 4 Craig Jones/Ian Taylor (Ford Fiesta 4x4); 5 Andy Davies/Alan James (Subaru Impreza); 6 Simon Rogers/James How (Mitsubishi Lancer E6); 7 Paul Walker/Trevor Keeble (Subaru Impreza); 8 Lewers Firth/Shawn Lapper (Subaru Impreza); 9 Neil Weaver/Rhodri Evans (Opel Corsa Super 1600); 10 Olly Hunt/Andy Falconer (Subaru Impreza); **Class winners:** Davies/James; Weaver/Evans; Geoff Jones/Steve Pugh (Ford Escort Mk2); Boyd Kershaw/Keegan Rees (Ford Escort Mk2).



Photos: Ben Lawrence

Pritchard is now ready for Nicky Grist British Rally event in mid-July

SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Moodie takes control but misses Scottish crown

Gordon Moodie added more silverware to his bulging trophy cabinet with victory on home ground in the Nationals Trophy at Cowdenbeath. But he was beaten to the Scottish Championship title by English visitor Ben Spence the following day.

A standalone race after rain fell at the start of Saturday's meeting, the restarted Nationals was led by Chris Burgoyne after passing polesitter Kieren Bradford. The World champion built a healthy advantage before Moodie worked his way into second and then chased him down. Taking the lead in the second half of the race, Moodie eased to a comfortable win.

Englishman Harley Burns triumphed in the meeting final for the George MacMillan Memorial trophy. Spence led until beyond half-distance but was passed by Burns just before yellow flags were required. George MacMillan Jr, who had also passed Spence, was hit wide by Moodie into a parked car. The incident dropped Moodie to fifth and gave Burns breathing space to pull away from Burgoyne and clinch victory as Moodie got embroiled with Charlie Guinchard.

In tricky conditions, Spence led Sunday's Scottish Championship from early on. Moodie passed Jason Blacklock for second in the closing stages but was unable to catch the Berkshire racer.

Mark Paulson

Results

Organiser: Spedeworth **When:** June 25
Where: Northampton Shaleway **Starters:** 32.
1 Reece Cox; 2 Greg McKenzie; 3 Aaron Patch; 4 Charley Tomblin; 5 Jack Witts; 6 Josh Rayner; 7 Kyle Taylor; 8 Jack Issitt; 9 Daz Shaw; 10 Daniel Vaughan.

Organiser: GMP Scotland **When:** June 25
Where: Cowdenbeath Racewall **Starters:** 23.
1 Harley Burns; 2 Chris Burgoyne; 3 Euan Millar; 4 Gordon Moodie; 5 Charlie Guinchard; 6 Dave Polley; 7 Aaron Vaught; 8 Craig Wallace; 9 Ben Spence; 10 Colin Forbes.

Organiser: GMP Scotland **When:** June 26
Where: Cowdenbeath Racewall **Starters:** 20.
1 Ben Spence; 2 Gordon Moodie; 3 Jason Blacklock; 4 Harley Burns; 5 Chris Burgoyne; 6 Liam Rennie; 7 Craig Wallace; 8 Charlie Guinchard; 9 Paul Reid; 10 Mika Millar.



F1 champion enjoyed the power



Rosberg drove the RXR car in Germany

ROSBERG THRILLED WITH OUTING IN HIS OWN EXTREME E MACHINE

Formula 1 champion samples the Rosberg X Racing's hardware in Germany

By Hal Ridge

Formula 1 title-winner Nico Rosberg returned to the driving seat for a test in his Rosberg X Racing team's Odyssey 21 E-SUV Extreme E series machine recently.

The 2016 world-beater followed the 2009 champion Jenson Button

as grand prix champions to have sampled the Extreme E cars, Button having raced in the first event in Saudi Arabia last year.

For 36-year-old Rosberg, his taster was during a private test at the Nurburgring Offroad Park, near the RXR team's headquarters in Neustadt, Germany.

Robserg was offered guidance

by his team's drivers Johan Kristoffersson and Mikaela Ahlin-Kottulinsky, including being taken for a passenger ride with Kristoffersson. The ex-F1 man was surprised by the all-electric machine's performance.

"This was simply a phenomenal experience," he said. "I cannot believe the power of this

car. Off-road driving is so much fun. Even though I have not been behind the wheel for a long time, I immediately was in my element.

"The muscle memory came back instantly and I simply enjoyed myself.

Rally driving is an entirely different beast from circuit racing, though, and I have a newfound

respect for Mikaela and Johan."

Rosberg is not expected to make a competitive appearance with his team in Extreme E. The second and third rounds of the season take place next week in Sardinia for an Island X Prix double-header. Reigning champion RXR won the season opener in Saudi Arabia earlier this year.

BRISCA F1: ODSAL, BRADFORD BY COLIN CASSERLEY

JUNE 25



Harrison became a double champion

HARRISON SURPRISES HIMSELF WILL BRITISH CHAMPIONSHIP GLORY AT ODSAL

Ryan Harrison defended his BriSCAF1 British title on Saturday night at Odsal Stadium. He became only the fourth driver to win back-to-back titles since the inaugural championship race in 1955.

The unique format of the British championship means drivers compete in three of the seven heats, with the highest point scorers starting on pole. Showers and sunshine made heat racing

treacherous, but Tom Harris won all his heats to start on pole with Lee Fairhurst on the front row. Harrison was joined on the second row by Dutchman Jelle Tesselaar.

Fairhurst grabbed the lead on the drop of the green while, behind him, there was plenty of biff and barge. In a second-lap incident, Mark Sargent flipped his machine in Turn 4. Fairhurst led the restart with Harrison back in sixth.

Soon after, Fairhurst

tangled with Mark Gilbank eliminating them both from contention. Tessellar took up the running with Harris in pursuit. As the duo entered lapped traffic, Chris Brocksopp hit a marker tyre: in the ensuing melee Tesselaar and Harris slammed into the wall. Harrison took up a race-winning lead. In the closing stages Mat Newson muscled his way into second with Frankie Wainman Jr in third.

The delighted winner said:

"I can't believe it, I struggled at the start and fell back, I was a bit too tentative. Everyone thinks I am a loose cannon and that can work in my favour. On the restart I was a few places back, but I said to myself you can do it, just believe in yourself. To win it means a lot to me."

Results
Organisers: YorStox, BriSCA F1 **When:** June 25 **Where:** Odsal Stadium, Bradford **Starters:** 28.
1 Ryan Harrison; 2 Mat Newson; 3 Frankie Wainman Jr; 5 Tom Harris; 5 Liam Gilbank; 6 Niels Tesselaar; 7 Mark Gilbank; 8 Ricky Wilson; 9 Mal Brown; 10 Joe Booth.

BTRDA RALLYCROSS SERIES: BLYTON PARK BY HAL RIDGE

JUNE 26

BLEASDALE OVERCOMES AN EARLY THREAT FOR BYLTON GLORY

Citroen C2 driver Darren Scott briefly slowed the momentum of BTRDA Clubmans Rallycross Championship series leader Darren Bleasdale in the opening heat race at Blyton Park when the Super1600 campaigner beating the Vauxhall VX220 driver to the fastest time. The blip was only brief though as Bleasdale once again came out on top in the final with a fifth-straight win.

Having been beaten in heat one, Bleasdale upped the ante in heat two. As Scott finished second, only a tenth of a second slower than in his first run, Bleasdale went some four seconds fastest to secure pole position for the final.

The final results were then ultimately a repeat of the qualifying order with Bleasdale extending his advantage to over 16s over the six-lap race to finish ahead of

Scott and Ford Fiesta campaigner Gary Cook. Phil Chicken, Todd Crooks and Dale Ford completed the top six.

Rallycross veteran John Cross won a close-fought final in the Classic category. He had initially been beaten to the fastest time in heat one by Jamie McBain's Peugeot 205. Cross then went fastest in heat two and, when McBain retired from the final, it was left to Cross to see off Ford Escort racer Richard Moroney and Vauxhall Nova racer David Attiwell. Vauxhall Chevette driver David Crockett spun out of second place on the fourth tour, and finished fourth. Cross later went on the win non-championship Superfinal.

Abbie McGuinness and Nick Abbott shared the fastest times in the BMW Mini category in qualifying, with McGuinness claiming pole for the final.

The first attempt at running the race was red flagged when Andy Bennett's stranded car needed to be recovered. Then, there was contact between McGuinness, Abbott and Andrew Hawkes which dropped the latter two down the field in the second attempt at the race before Abbott collected an again stationary car of Bennett and rolled his Mini. In the third running of the race, Hawkes led throughout, chased by McGuinness and newcomer Harrison Barnes, who claimed a debut podium.

Owen Robbins led the Junior final from the front with his Suzuki Swift. Initially, he was ahead of Corey Padgett in second place before the series leader was passed by Will Ovenden for the runner-up position on the loose-surface section of the second tour.

Karl Jarvis commanded the Production



Bleasdale grabbed the final

final from pole in his Citroen Saxo, flanked by Peugeot 106 driver Cai Mainwaring to win by under half a second. Mark Henry completed the podium with his Alfa Romeo 147.

Charley Moroney rolled out of the event in heat one.

Tomasz Ramanuskas won a two-car Production 4x4 final with his Mitsubishi Lancer, while Honda Civic driver Alex Fletcher won in a depleted field of cars in the Modified class. Luke Holly won the

FIA Cross Car final with Paul Batson, who had to change the car's clutch during the day, in second place.

Results
Organiser: MDA/BTRDA **When:** June 26 **Where:** Blyton Park, Lincolnshire **Starters:** 49
Round 4: Super Modified: 1 Darren Bleasdale (Vauxhall VX220) 6m05.672s; 2 Darren Scott (Citroen C2) +16.6323; 3 Gary Cook (Ford Fiesta); 4 Phil Chicken (Citroen C2); 5 Todd Crooks (BMW Mini); 6 Dale Ford (Vauxhall Corsa) **Production:** Karl Jarvis (Citroen Saxo). **Junior:** Owen Robbins (Suzuki Swift). **Production 4x4:** Tomas Ramanuskas (Mitsubishi Lancer). **Modified:** Alex Fletcher (Honda Civic). **BMW Mini:** Andrew Hawkes (BMW Mini). **Classic:** John Cross (Lancia Stratos). **FIA CrossCar:** Luke Holly (Va Car Cross)

HISTORICS

DOWN THE WORKSHOP

1968 ALEXIS Mk17

Current owner: Mike Broome



Car was a Formula Atlantic

It started as an F3 car

"It was originally a Formula 3 screamer. Three chassis were built in 1968 and raced in 1969 and '70 in F3. My car was raced by Ken Bailey and he's come down and sat in his car. He said he found racing in F3 a bit scary and so he sold this car back to the factory and got a Formula Ford."

It went into Formula Atlantic

"This car was sold by Alexis for Formula Atlantic in 1971 when it started in the UK. Stephen Choularton raced it for a year, but he'd never raced before and didn't do particularly well. The car's history then gets a bit murky and it did get fitted with wings. Then I bought it from a guy who'd had it in his garage since the early 1970s. I got it in 2015 and it had probably been unused for 40 years."

Broome hillclimbs it

"I was looking for a Brabham BT21 because so many of my friends have got twin-cam powered F3 cars. I advertised in the MAC magazine for a BT21 and this guy rang me up to say he'd got an Alexis Formula 3. So I went to have a look at it and it was complete but it needed a full rebuild, which took 20 months."

The chassis was bent

"So the chassis went back to Arch Motors, and there is an interesting twist about that because Ken Bailey had a really bad practice accident at Mallory. When we put the chassis back to Arch Motors, it had got a 16-and-a-half degree twist in it. There was some very poor welding done and somebody had been racing it after that and probably not doing very well."

Only two are left

"Of the other two chassis, one was in Germany and I got some photographs of that car, which helped me to confirm which one this car was. The third chassis was in the Czech Republic and had been cut in half as somebody's idea of making a sportscar. The chassis in Germany was then sold to the UK and will be back as a one-litre F3 car. I hope my car will go back the same way when I pack it in. I've tried to keep it absolutely as it was when it raced in Formula 3."

RALLY STARS HEAD FOR KNOCKHILL TO McRAE TRIBUTE SPECIAL EVENT

Jimmy and Alister head the icons heading to Scottish venue for extravaganza

By Paul Lawrence

Three generations of the McRae family will head a star-studded entry for this weekend's McRae Rally Challenge at Knockhill.

In celebration of the family's role in rallying in Scotland and all over the world, 60 cars will compete in the main field along with 20 juniors on special stages set up on the race track and surrounding access roads.

Topping the entry will be Alister McRae at the wheel of a Hyundai Accent WRC with Ian Grindrod co-driving. Alister's father Jimmy will handle a

Photos: Paul and Ben Lawrence



Colin McRae will be remembered

Stobart-backed Ford Escort Mk2 while his Alister's son Max will be in a Ford Fiesta Rally2.

Elsewhere, Gwyndaf Evans will make his competition debut in the full historic specification Ford Escort Mk2 given to him by his WRC-contesting son Elfyn. Co-driving for Evans senior will be Phill Mills, WRC-winning co-driver and builder of the Escort via his Viking

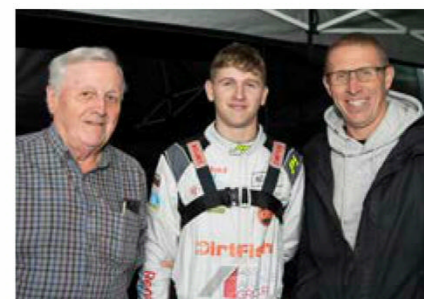
Motorsport team.

Two more rallying World champions will team up as Stig Blomqvist and Luis Moya will handle the mighty five-litre Chevrolet Firenza Can-Am of Mick Strafford. Leading two-wheel-drive cars include Ford Escort legend Steve Bannister and the ever-entertaining Steve Harkness in his BMW M3, while British champion Jonny

Milner brings out his Toyota Corolla WRC.

The rest of the entry is packed with quality, including a dozen Rally2 and R5 cars.

The rally stage will be halted twice each day from 1115hrs until 1200hrs and from 1330hrs to 1500hrs for on-track parades and demonstrations, featuring many of the cars from Colin McRae's rallying career.



Jimmy, Max and Alister

BAILEY GRABS A ROVER FOR GROUP 1 RACE EVENTS



Bailey will add to his rallying

Historic race and rally driver Jerry Bailey has added a Group 1 Rover Vitesse to his stable and plans to debut the car in the Vince Woodman race at Castle Combe in September.

"There's a little bit of work to do," he said of the Rover. "But there are lots of places to race it and we'll particularly do the Gerry Marshall races with the HRDC."

Bailey already races a Lotus

Cortina and rallies a Ford Escort Mk2. The Escort has just been rebuilt after a fire early on last year's Roger Albert Clark Rally.

"I still can't believe we got the fire out," said Bailey of the incident. "We hope to do the Roger Albert again next year and some rallying later this year." In the meantime, he will race the Lotus Cortina with the HRDC.

Marshall series gets off to a flying start

The new Gerry Marshall series for 1970s Group 1 Touring Cars from the Historic Racing Drivers' Club started at Snetterton 10 days ago with an excellent grid of 29 cars.

HRDC boss Julius Thurgood reported an excellent response to the new series for 45-minute, one or two driver, races. There are plans to run more races in 2023.

Some HRDC racers already had suitable cars, and Thurgood was keen to offer a place for the cars prepared for the Goodwood Gerry Marshall races to have other races during the season. "I was running Group 1 cars in our Top Hat series a long time ago," he added.



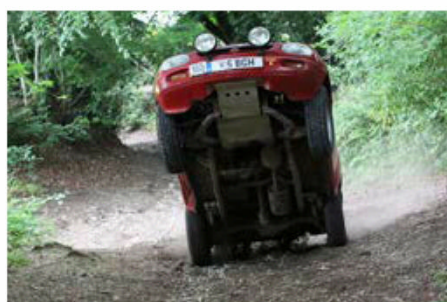
Marshall race was a big hit

METHLEY JOINS GUARDS LINE-UP

David Methley has joined the Guards Trophy grid this season in an AC Cobra he acquired last year.

He got the Cobra in time to take it to Jerez and Portimao last October but managed only four laps before the engine blew.

This year, he's been out a couple of times and is finally getting the car working better. Methley has raced a wide range of cars including sports racing cars, Chevron B8s and Historic Formula 1 cars.



Hampson on full attack

TRIALS CLUB CELEBRATED WITH THREE DAYS OF HILLSIDE ACTION

The Motor Cycling Club, organiser of Britain's big three classic trials, marked its 120th anniversary with a three-day trial in the south west. Starting in Gloucestershire, around 90

competitors tackled some of the most famous trials hills in the region. Pictured left is Brian Hampson's Suzuki X90 bouncing high on Nailsworth Ladder.



IN BRIEF

Halliday goes best

Martyn Halliday won last month's Heritage Trial at Long Compton as his Lotus Mk6 was used in competition for the first time since 1964. The early Lotus, registered HEL 46, won the first time out when it was built in 1953 and won again first time out nearly 70 years later after a lengthy restoration.

Snetterton Horsfall

The famous AMOC St John Horsfall Trophy will be presented at the Snetterton Historic 200 meeting on July 16-17. The award, which remembers noted Aston Martin racer St. John 'Jock' Horsfall, will go to the leading 1½ and two-litre Aston Martin running within the Pre-War Sports Cars race at the new Motor Racing Legends event.

Dron tin-top race

In a tribute to respected journalist and racer Tony Dron, the Historic Touring Car race at this year's Classic at Silverstone will be titled the Tony Dron Memorial Trophy. Previously, the Tony Dron Trophy was awarded to the Group 1 cars in the race, but this year the overall race will honour his memory. "I can think of no more fitting tribute to Tony than a grid of historic Touring Cars lining up at Silverstone," said Dron's wife, Charis.

HRCR's Cotswolds

Round six of the MN-supported HRCR Clubmans Rally Championship will take contenders to Gloucestershire for the Cotswold Historic Rally on Saturday. From a start in Cirencester, a capacity field of 75 cars will tackle six regularity sections and 10 special tests in the region. All of the major championship crews are on the entry list.

Widmer at Donington

Austin Widmer, the 23-year-old son of Historic Formula 3 racer Christoph, made his UK debut at Donington Park in what was only his fourth-ever race weekend. The young Swiss is racing a Lotus 61 Formula Ford alongside his father and had his first experience of Donington during a track walk on Friday. He went well in both races to finish 13th and 16th in the Historic F3 races, competing on an invitation basis.

Bentley tribute

Around 100 three-litre Bentleys were on the Isle of Man at the weekend to mark the centenary of WO Bentley entering three cars in the 1922 Tourist Trophy race. They finished second, fourth and fifth in their class. On Sunday afternoon, the cars completed a police-escorted parade lap around the full 37-mile motorbike TT course.

WRC REPORT: RALLY SAFARI



Rovanpera showed his talents with fourth 2022 victory



Ogier set the pace on Friday

RESULTS			
World Rally Championship round 6/13			
Event: Safari Rally Where: Naivasha, Kenya When: June 23-26			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kalle Rovanpera/Jonne Halttunen	Toyota Yaris GR Rally1	3h40m24.9s
2	Elfyn Evans/Scott Martin	Toyota Yaris GR Rally1	+52.8s
3	Takamoto Katsuta/Aaron Johnston	Toyota Yaris GR Rally1	+1m42.7s
4	Sebastien Ogier/Benjamin Veillas	Toyota Yaris GR Rally1	+2m10.3s
5	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+10m40.9s
6	Craig Breen/Paul Nagle	Ford Puma Rally1	+23m27.9s
7	Jourdan Sederidis/Frederic Miclotte	Ford Puma Rally1	+30m16.5s
8	Sebastien Loeb/Isabelle Galmiche	Ford Puma Rally1	+32m12.6s
9	Kajetan Kajetanowicz/Maciej Szczepaniak	Skoda Fabia Rally2	+35m37.6s
10	Oliver Solberg/Elliott Edmondson	Hyundai i20 N Rally1	+37m36.6s

WRC2: Kajetanowicz/Szczepaniak WRC3: Maxine Wahome/Murage Waigwa (Ford Fiesta Rally3)
Championship positions: 1 Rovanpera 145; 2 Neuville 80; 3 Tanak 62; 4 Katsuta 62; 5 Breen 60; 6 Evans 57; 7 Loeb 35; 8 Ogier 34 etc.



Rovanpera now looks like a shoo-in for this year's championship

Great ideas in motorsport history often crystallise over a pint. One such came in 1952, when the triumvirate of Eric Cecil, Neil Vincent and Eric Tramp gathered at their local watering hole in Limuru, Kenya, to define the ultimate test of man and machine.

Their vision became the inaugural 3000-mile Coronation Safari Rally across Kenya, Uganda and Tanganyika; named in honour of Queen Elizabeth II's festivities in 1953. In her platinum jubilee year, however, the World Rally Championship's 2022 Safari Rally looked rather like the crowning moment for another youthful monarch: Kalle Rovanpera.

Friday was supposed to be the easy day, to be followed by a real test of endurance on Saturday before the battered and bewildered survivors focused on Sunday's bonus Powerstage points. But this was Africa, so the script was soon abandoned.

In fact, it was a matter of surviving until the first service for many crews.

Sebastien Ogier set the pace on Thursday night's superspecial. He was right in the thick of the action through Friday morning as well, maintaining his lead through the day's first two stages before his Toyota team-mate Elfyn Evans nipped past before the service halt.

Repeating the loop after the break, Evans then suffered a right-rear Pirelli failure and handed the lead back to Ogier, who at that point presided over a Yaris whitewash – sitting 1-2-3-4 at the top of the order.

No rally, and arguably no other motorsport event, means as much to the Japanese motor industry as the Safari. It was through proving their engineering prowess on the old marathon events that Datsun, Mitsubishi and Toyota began to make inroads into the western marketplaces.

Toyota last delivered a Safari 1-2-3-4 in 1993, when Juha Kankkunen led home a fleet of purpose-built, heavy duty Celicas. Yet few people dare to dream on the first full day in Kenya and, sure enough, Ogier

fell back on the last stage of the day, dropping two-and-a-half minutes to a puncture. His leader's baton was passed to Rovanpera. And at no stage thereafter did it look like being passed again.

In some respects Kenya came to the Finn's assistance, as the championship leader's burden of running first on the road was less of a disadvantage than it had been in either Sardinia or Portugal.

In part that's because you cannot sweep African roads. But talent also counts, thus Rovanpera won three of the day's six stages, even when taking things relatively gently in order to ensure that he did not hit any of the trouble that was blighting the majority of the field.

And oh boy was there some trouble...

Worst afflicted by the rugged Kenyan conditions was M-Sport. The return of Sebastien Loeb delivered a stage win on Friday's opening test and at one stage the Cumbrian squad had three of its fleet of Ford Pumas in the top five positions.

Then one by one the team was wiped out. It started with Loeb, whose engine lost a 10p O-ring and detonated itself at the end of the morning loop. The Frenchman

decided to try and get back to service using electric power and somehow got six miles out of the battery before it died – although this was still short of home by three miles.

Adrien Fourmaux initially appeared to be delivering the sort of solid run that M-Sport has been seeking all season but then his transmission blew on stage five. Gus Greensmith, meanwhile, suffered a puncture that ignited his car's bodywork and nursed his car to the end of the day some 15 minutes behind Rovanpera.

"We can go again tomorrow and get some experience for the weekend," the Mancunian said through gritted teeth.

On the last stage of the day Craig Breen

had a blown tyre that was hastily followed by a steering failure which pitched him and co-driver Paul Nagle into the scenery. In all his long experience, Malcolm Wilson couldn't remember any team losing all of its points-eligible cars at a WRC event. Least of all his own.

M-Sport was unlikely to reach the podium after such drama, but with Saturday predicted to be even harder going still, the pack of Ford Pumas all rejoined on Saturday with a fair chance of snatching a decent finish. This optimism was in no small part due to the dramas which had beset the Hyundai Motorsport squad from



Elfyn Evans, who finished in second place, impresses the local fans



Thierry Neuville was forced to fix his car after it swallowed sand and had his own offs but finished fifth



Steering failure caused early crash for Craig Breen, but he returned to claim points for M-Sport's Puma

early on in proceedings.

Ott Tanak was the first of the Hyundai men to drop out of the podium battle, losing more than 36 seconds when his gear lever parted company with the rest of the transmission on Friday morning.

The Estonian jury rigged a solution to get through the morning loop using the wheel brace and, in Kenya, a 36s deficit is not necessarily the end of the world. But then on Saturday morning, during SS10, the internal parts of Tanak's i20 N Rally1 came adrift and this time there was no way for the crew to effect a repair.

Indeed, the Hyundai even briefly set itself ablaze.

While Tanak endured his transmission woes, team-mate Thierry Neuville's Hyundai also went lame on Friday, this time from ingesting sand and effectively switching itself into get-me-home mode.

Saturday began with the Belgian a minute in arrears but he banged in a couple of stage wins to reinvigorate his Safari. With Ogier already having dropped down the order on Friday evening, Neuville began to bite chunks

out of Takamoto Katsuta's advantage in the third placed Toyota but then the Hyundai's alternator failed.

Once again, a bit of Neuville engineering savvy on the road section helped the car continue on to reach Saturday's rain-soaked final stage. Here, though, the Hyundai swallowed too much water and cut out. Then when it restarted, the incandescent driver slid off barely 200 yards further down the road.

The team's third car, driven by Oliver Solberg, also hit multiple issues throughout the weekend and lagged further and further from the pace until it finally died under him on Sunday morning, bringing out the red flags on SS14.

All of this drama for the Korean squad might have helped to mitigate M-Sport's miserable weekend. Except for the fact that both Fourmaux and Greensmith went out on Saturday's opening stage – the former due to damaged suspension and the latter rolling off the road.

It was left to Loeb to salvage some pride for the Pumas on Sunday, winning two stages and coming within an ace of

snatching the maximum Powerstage bonus from Neuville. Greensmith and Fourmaux were in the dog house while Breen trundled through the majority of the rally in the hope of benefiting from attrition.

The Irishman's ploy worked, finishing sixth. But while finishing 23 minutes off the lead was a good result in 1953, doing so after just 224 miles in 2022 indicates that M-Sport has much to resolve.

Out in front, meanwhile, the four Toyotas held station; the lengthy gap between each car remaining constant to the end. It was another masterclass from the team and in particular from Roanpera, bringing his fourth win from six events.

Effectively, the Finn now has three rallies in hand over his nearest challenger, Neuville, whose resilience is being sorely tested. "To have four cars like this with no issues – it is the strongest and fastest car," Roanpera said.

Now he can look forward to Estonia and Finland, where he can give free rein to his talents. The record for the youngest WRC champion is firmly in sight.

Photos: Red Bull Content Pool, mcklein-imagedatabase.com

KAJETANOWICZ SOAKS UP THE HEAT AND THE PRESSURE

In terms of must-win rallies, the Safari was right up there for Kajetan Kajetanowicz, the three-time European champion.

As the lone WRC2 entrant with event-winning pedigree, the Pole knew victory was very much his to lose when he set off from Nairobi on Thursday for his first appearance in East Africa.

By leading his class from the start and coming home with a margin of more than 19 minutes, the Pole climbed from fifth to first in the WRC2 championship standings, helped in part by the bonus points he landed for topping the WRC2 runners on the Powerstage.

Although his trip to Kenya achieved the desired result, it almost came at a cost. By skipping the post-rally press conference to catch his flight home, Kajetanowicz was hit with a fine of £2579, albeit suspended on the grounds of previous good behaviour.

"It's an unbelievable day, a dream and I don't want to wake up,"

the 43-year-old Skoda privateer said. "We won the hardest rally in the WRC and it was always in my dreams to start here."

Ex-online and GT racer Sean Johnston and fellow American Alex Kihurani, his London-based co-driver, finished a career-best second after engine and brake problems struck their Citroen. Johnston was also ill earlier in the event.

"It was the hardest rally I've ever competed in and we're so grateful to be here," Johnston said after he was slowed on the Powerstage with a pop-off valve issue.

India's multiple Asia-Pacific champion Guarav Gill ran second for a time but failed to complete Friday's route and retired.

Martin Prokop was in podium contention only for an engine issue to force him to park his Ford Fiesta Rally2 early and register his second-consecutive Safari Rally retirement after he crashed out on his debut in 2021.



Kajetanowicz felt he had conquered the WRC's hardest rally

WAHOME MAKES WRC3 HISTORY

Maxine Wahome took to Tarmac to prepare for the all-gravel Safari Rally, such was the lack of opportunity to get familiar with the Ford Fiesta Rally3 she would use on her home round of the World championship for the first time.

The 26-year-old didn't manage to complete the full distance but drove long enough to win WRC3 by more than 25 minutes ahead of Jeremy Wahome.

McRae Kimathi, Kenya's Junior WRC regular, was third, 10 minutes further back after the Safari turned into a battle of survival for the WRC's third tier.

"My goal was to learn the car and

day by day improve my speed," she said. "I normally drive a Subaru Impreza N12. The only testing I got with the car was on Tarmac, which is completely different to the Safari.

"The mission was to make it through the stages slow and steady to get it to the finish and learn more about the car."

Wahome's chances appeared to be over when she topped on Friday with a bust ECU. However, she returned on Saturday and kept going to the finish.

Hamza Anwar, another Kenyan youngster, completed the penultimate stage in second place but would fail to finish.



Wahome became the first female winner of the WRC3 class

BRITISH GT REPORT: SNETTERTON

IN BRIEF

Loggie laughing

For championship leader Ian Loggie, things could hardly look brighter after Snetterton with Jules Gounon set to return to his side. "Can't say better than that. A pole, a first and a [fifth]," Loggie told Motorsport News. "The last 10 minutes [of race two], I thought I'm just going to drive round, take the position. Mr Gounon will be delighted that we go to Spa with no [success] penalty so it'll be full on."

Ferguson manages

Race-two maiden victor John Ferguson admitted to nerves in the cockpit as he held off Adam Balon. Ferguson told MN: "Balon was coming coming. The clock in the car every two minutes seemed like 10. It was 70% looking backwards, 30% looking forwards. It's amazing, fantastic [to win]." He also praised his new team-mate Ulysee De Pauw: "Ulysee is brilliant, I'd like to hold on to him but there's a good chance he'll have a factory drive next season."

Topham on top

GT4's new championship leader, Matt Topham, was another well pleased with his Norfolk results. "If you'd told me we were going to get two thirds at the start of this weekend I would have got down on my knees and thanked you," he told MN. "We blew two turbos testing two weeks ago, and testing on Friday we had nothing but issues in the first two sessions. We were about two seconds off the pace."

Burns treatment

Reigning GT4 champion Will Burns ended his 2022 win drought at Snetterton, aided by clever strategy. "We knew we were in a good position for race two because we were looking after our tyres; we knew we had a success penalty in race one so we threw the kitchen sink at race two. We didn't change tyres at all in [race one]," he told MN.

Puncture culprit

Lewis Williamson suggested a cause of his and his 2 Seas sister car's win-costing rear punctures at Snetterton. "We think it's to do with going from the concrete onto the Tarmac onto the pitlane," he told MN. "The little shards get picked up out of there into it [the tyre], with Jonny [Adam] and Flick's [Haigh] car the shard went in and it stayed in, with ours it sliced it."



The 2 Seas car: punctured



Loggie/Macleod won the opener

RAM doubled up in race two

RAM RAID ON SNETTERTON

RAM Racing's Mercedes pair took two wins from pole in Norfolk and Ian Loggie strengthened his championship position, by **Graham Keilloh**

British GT meetings rarely have as clear a pattern as this one. Snetterton is long-established as Mercedes country, and its advantage this time was stark. In race one, the first three qualifiers were Mercedes; in race two it was the first four. And even among the Mercedes entrants one stood out as RAM Racing took both pole positions.

RAM did indeed win both races of Snetterton's double header of one-hour races, and with this its title-leader driver Ian Loggie markedly strengthened his points position. But there were some adventures in getting there.

Loggie led race one from pole in his opening stint, but he had a five-second success penalty to serve in his halfway-point pitstop when he would hand over to Callum Macleod, and a familiar contender in second place was staying within five seconds. It was 2 Seas' fellow Merc of Flick Haigh, in the second meeting of her part-time entry rekindling her 2018 title-winning partnership with Jonny Adam.

And 2 Seas indeed vaulted RAM in race one's pitstops, then new leader Adam immediately smashed the lap record twice and matters looked settled. But Adam had, unbeknown to those watching on, long known he had a problem: a gradually deflating left-rear tyre. With just six minutes left it gave out.

That gave Loggie and Macleod the race, though Macleod still had to resist the near-at-hand second-placed Phil Keen in his WPI Lamborghini shared with Michael Igoe.

The first GT4 followed a similar pattern. Just like the GT3 race, someone led clearly from pole but did so knowing he'd have to take a success penalty at pitstop time. In this case it was Matt Cowley's

Academy Ford Mustang with a whole 10s to add. But unlike the GT3 race, leader Cowley built enough of a stint-one lead for his partner Marco Signoretti to still be in first place after the extra time was served in their halt.

Yet now Signoretti had the chasing pack right on his tail, led by the Jamie Orton/Seb Hopkins Team Parker Racing Porsche Cayman that had looked racy throughout and now had Hopkins at the wheel.

But just like in GT3 this race swung in the final minutes: with eight minutes left Hopkins dived for the inside of Signoretti at Brundle seeking the lead, but clumsily hit the Mustang into a spin, and gave the Ford terminal damage as well. Hopkins continued in first but it was soon announced that for the contact he was getting a post-race time penalty.

This meant it was a freshman win for R Racing Aston Martin duo Jamie Day and Josh Miller – the 16-year-olds becoming British GT's youngest-ever victorious pair – who on the road finished just behind the Porsche. Hopkins was apologetic for the incident.

In race two up front it was the other RAM Mercedes that led the opening stint from pole, this time Ulysee De Pauw, in his second meeting in British GT having replaced Jamie Caroline mid-season. The tall, amiable – and clearly ultra-talented –

Belgian is winning a lot of admirers.

A probable race-winning run for the Lewis Williamson/James Cottingham 2 Seas Merc was scotched early when Williamson picked up a rear puncture just as his team-mate Adam had in race one. So the threat to the leading RAM car instead came from Sandy Mitchell, who in the early going moved his Barwell Lamborghini past Macleod – who was struggling with old tyres – around the outside of Wilson hairpin and then trimmed the gap to De Pauw to under 5s.

This was important because, so the conventional wisdom went, in the race's second half Mitchell's team-mate Adam Balon would be the stronger 'Am' than John Ferguson who would take over De Pauw's RAM Mercedes.

And come the second half Balon did indeed close in on Ferguson for first, but Ferguson kept his Mercedes circulating and – despite admitting he was more looking in his mirrors than forwards – didn't give Balon much of a sniff of passing. A delighted Ferguson therefore brought the Mercedes home first for his and De Pauw's first British GT win.

Loggie, despite running with older tyres and having a 10s success penalty, finished sixth, and fifth of the points-scorers. None of his closest title rivals made hay – the closest, Igoe/Keen,



Young duo won GT4's race one

picked up two penalties and finished outside the points – so in the course of the Snetterton weekend Loggie stretched his title lead from 15.5 to 32.5. And he's got Jules Gounon coming back to join him from the next round, at Spa, where they'll have no success penalty. No wonder he was smiling after this one.

In GT4, Sennan Fielding in his Steller Audi led the first stint of race two but, having finished a fine second in race one, the car dropped into the pack via a 7s success penalty. The Newbridge Aston Martin shared by Darren Turner and Matt Topham, as ever benefiting from a shorter minimum pitstop time as a Pro-Am entry, vaulted into first at the stops with Topham now behind the wheel for stint two.

Reigning champion Will Burns in his Century BMW had run second to Fielding in stint one, and the pitstop churn left his partner Jack Brown in second, 7s in arrears to Topham.

Brown then hauled Topham in and made a decisive lead move with seven minutes left, thrillingly going around the outside of Topham's Aston at Palmer then completing the overtake around the outside of Agostini. It meant Burns and Century had their first British GT win since wrapping up a dominant GT4 title at Oulton Park last year.

Cowley also got ahead of Topham before the end, and might have scalped Brown too with a couple more laps. The second place went a little way to make up for the race-one disappointment.

The Newbridge duo's result was its second third place of the meeting, and came after plenty of problems (*see In Brief*). It also meant Topham and Turner now lead GT4's standings, while the long-time table-leader Steller Audi dropped out of race two's points with a post-hoc pitlane speeding penalty.

"Pole, win and fifth: can't say better"

Ian Loggie



Brown and Burns won at last

Photos: Jakob Ebrey

GB3 CHAMPIONSHIP REPORT

BROWNING BATTLES TO GB3 CHAMPIONSHIP LEAD

Luke Browning battled his way to the GB3 table top ahead of Joel Granfors in an intense Snetterton weekend, finishing one place ahead of the Swede in all three races where the pair were rarely more than a few yards apart on track.

Hitech GP's Browning didn't always look faster than Fortec's Granfors, but he got the results and left Snetterton 11 points ahead of Granfors in the table, having entered a point behind.

"You know what, for our pace in the last two races that was a really positive weekend," Browning told Motorsport News. "Qualifying we had the pace to be on pole, for whatever reason the race pace wasn't quite there but we still managed to make the most of it. Being aggressive when you needed to be and then just chilling out at other times.

"A championship-winning weekend

that, just relaxing, doing what you needed to do, nothing more, nothing less, perfect."

Granfors was sanguine though, and identified where his meeting fell short. "It was a pretty good weekend, we had pace for P1 but couldn't really get there in the races, we got stuck in traffic and it's hard to overtake around here," he told MN. "We go to Spa [next] where you can at least overtake."

For the second round in a row the opener was won by Carlin's Callum Voisin, who has really come on strong in the last two meetings. In this one he led all the way from pole with Browning and Granfors – in that order – in close company behind.

Granfors had qualified ahead of Browning, but Browning vaulted him for second at the off via a fine launch and squeezing by Granfors in a slender gap

against the pitwall. "There was a car width and a car width only," Browning said. "It's tight but that's what racing is."

The victorious Voisin said: "It's just getting better and better every time. It was tough, Luke was extremely quick behind but I just managed to keep that gap.

"The car's definitely taken a step forward, I've taken a step forward, it's a mixed effort. The combination of them two is working. It was quite hard [in that race], the wind picked up so it was a bit tricky in some areas, especially onto the back straight."

Browning had pole for race two thanks to a best second-best qualifying time, and made good on it to win ahead of Granfors. But it was no cruise as Granfors appeared conspicuously to have the legs of him, and frequently Browning had to employ



RACE WINNERS

■ **GB3 championship**
Race 1: Callum Voisin (Carlin)
Race 2: Luke Browning (Hitech GP)
Race 3: Mikkel Grundtvig (Fortec Motorsports)

Browning and Granfors were hard to separate

aggressive defence to keep the lead. It was Browning's first race win since Oulton Park's season opener.

The fully reversed-grid race three this year hasn't always been kind to Browning, and often has been Granfors' trump card over him. But this time Browning was on top, finishing 14th to Granfors' 15th.

And Browning admitted he'd changed his approach for this back-to-front encounter: "Just using my brain a little bit more, fighting someone you know is overly aggressive, it's pointless having a crash with them when you don't

need to. It worked for me."

The race was won by Granfors' Fortec stablemate Mikkel Grundtvig, the fourth time he's won a GB3 reversed-grid contest. He led all the way from pole, though had lots of pressure from Douglas Motorsport's Marcos Flack and Elite's James Hedley.

And Grundtvig had plenty to overcome to get his result: "We started the weekend off with engine problems, and for this race it was a bit better but it was still challenging. I can feel that it's not there quite yet."

Graham Keilloh

SUPPORT RACES

JAMES LAYS DOWN GAUNTLET IN THE RADICAL CHALLENGE

James Lay produced a scintillating performance at Snetterton, leading every lap in all three Radical Challenge races to score a hat-trick of wins.

The reigning Radical SR1 Cup champion came home ahead of Noah Degnbøl and Anthony Ayres in both of Saturday's encounters. He then overcame a success penalty in Sunday's 45-minute pitstop race to remain in front of John MacLeod, while Ayres claimed another third.

Daryl De Leon took a brace of wins in the SR1 Cup ahead of Frazer McFadden to move ahead in the standings. Ben Caisley overcame car balance issues to beat Dougie Bolger to a pair of thirds.

Another consistent weekend helped Max Marzorati move to the top of the GB4 standings, as a collision proved costly for Nikolas Taylor. The unexpected withdrawal of fellow championship rival Alex Walker resulted in a nine-car field, but the three races produced plenty of drama.

Taylor converted the first of two poles into his fifth victory in race one, as a jump-start penalty cost Tom Mills second place. His Kevin Mills Racing

team-mate Jarrod Warberski profited to take second ahead of Elite Motorsport's Jack Sherwood.

Waberski scored his second win of the season in race two after moving past Taylor at the start. Mills gave KMR hope of a 1-2 finish after also passing Taylor, but a final-lap clash as the pair continued their squabble put Taylor out with a puncture and dropped Mills to sixth with front-wing damage. As the cars behind tried to pass the ailing Mills, Marzorati moved ahead of Sherwood and then held on to second by 0.086 seconds in a photo finish.

An electrical issue prevented Jessica Edgar from starting from pole in the reversed-grid race, as Sherwood moved past Graham Brunton Racing's Logan Hannah and Chloe Grant off the line before taking a dominant maiden win. Marzorati moved up to second on the opening lap and remained there until the finish, while Mills avoided further dramas to clinch the final podium spot ahead of Waberski.

Nigel Innes won the Snetterton Saloons race in a BMW M3 after Bryan Bransom retired from the lead.

Stephen Whitfield

RACE WINNERS

■ **GB4 championship**
Race 1: Nikolas Taylor (Fortec Motorsports)
Race 2: Jarrod Waberski (Kevin Mills Racing)

Race 3: Jack Sherwood (Elite Motorsports)

■ **Radical SR1 Cup**
Races 1 & 2: Daryl De Leon

■ **Radical Challenge championship**
Races 1, 2 & 3: James Lay

■ **Snetterton Saloons**
Nigel Innes (BMW M3)



Lay (39) ordered a treble in Snetterton's Radical Challenge

RESULTS

British GT Championship 2022
Race 1: Snetterton, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Ian Loggie/Callum Macleod	RAM Racing/Mercedes-AMG	Pro-Am	1h01m44.526s
2	Michael Igoe/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	+0.549s
3	Richard Neary/Sam Neary	Team Abba Racing/Mercedes-AMG	Silver-Am	+11.864s
4	James Cottingham/Lewis Williamson	2 Seas Motorsport/Mercedes-AMG	Pro-Am	+13.033s
5	Morgan Tillbrook/Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	+14.061s
6	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+14.725s
7	John Ferguson/Ulyse De Pauw	RAM Racing/Mercedes-AMG	Silver-Am	+15.745s
8	Alex Malykhin/James Dorlin	Redline Racing/Lamborghini Huracan	Silver-Am	+16.212s
9	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 720S	Pro-Am	GT3 +34.246s
10	Simon Watts/James Kell	Team Rocket RJN/McLaren 720S	Silver-Am	+1m01.427s

11 Mia Flewitt/Euan Hankey (7TSIX/McLaren 720S) +1m06.775s*; 12 Nick Jones/Scott Malvern (Team Parker Racing/Porsche 911) +1m07.755s*; 13 Mark Sansom/Will Tregurtha (Aspetto Motorsport/Bentley Continental) +1m10.666s; 14 Betty Chen/Joel Eriksson (Century Motorsport/BMW M4) -1 lap; 15 Graham Davidson/Martin Plowman (Paddock Motorsport/McLaren 720S) -1 lap; 16 Stewart Proctor/Lewis Proctor (Greystone GT/McLaren 720S) -2 laps*; 17 Flick Haigh/Jonny Adam (2 Seas Motorsport/Mercedes-AMG) -5 laps. **Pole position:** Loggie 1m48.189s. **Fastest lap:** De Pauw 1m47.469s (99.45mph). **Winner's average speed:** 95.20mph.

Race 2: Snetterton, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	John Ferguson/Ulyse De Pauw	RAM Racing/Mercedes-AMG	Silver-Am	1h00m08.875s
2	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+0.340s
3	Flick Haigh/Jonny Adam	2 Seas Motorsport/Mercedes-AMG	Pro-Am	+22.803s
4	Alex Malykhin/James Dorlin	Redline Racing/Lamborghini Huracan	Silver-Am	+29.788s
5	Morgan Tillbrook/Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	+32.279s
6	Ian Loggie/Callum Macleod	RAM Racing/Mercedes-AMG	Pro-Am	+48.812s
7	James Cottingham/Lewis Williamson	2 Seas Motorsport/Mercedes-AMG	Pro-Am	+50.763s
8	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 720S	Pro-Am	+57.289s
9	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	+1m08.099s
10	Mark Sansom/Will Tregurtha	Aspetto Motorsport/Bentley Continental	Silver-Am	+1m08.833s

11 Richard Neary/Sam Neary (Team Abba Racing/Mercedes-AMG) +1m09.183s; 12 Mia Flewitt/Euan Hankey (7TSIX/McLaren 720S) +1m29.565s; 13 Stewart Proctor/Lewis Proctor (Greystone GT/McLaren 720S) 1m31.040s; 14 Michael Igoe/Phil Keen (WPI Motorsport/Lamborghini Huracan) 1m32.136s; 15 Graham Davidson/Martin Plowman (Paddock Motorsport/McLaren 720S) -1 lap; 16 Betty Chen/Joel Eriksson (Century Motorsport/BMW M4) -10 laps; R Simon Watts/James Kell (Team Rocket RJN/McLaren 720S) 6 laps. **Pole position:** De Pauw 1m45.858s. **Fastest lap:** Mitchell 1m47.641s (99.29mph). **Winner's average speed:** 94.77mph.

British GT Championship 2022
Race 1: Snetterton, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Josh Miller/Jamie Day	R Racing/Aston Martin Vantage	Silver Cup	1h01m49.310s
2	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8 LMS	Silver Cup	+6.696s
3	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	+11.474s
4	Tom Edgar/Jordan Collard	Toyota Gazoo Racing UK/Toyota GR Supra	Silver Cup	+12.211s
5	Chris Salkeld/Tom Rawlings	Century Motorsport/BMW M4	Silver Cup	+17.400s
6	Aaron Morgan/Bobby Trundle	Team BRIT/McLaren 570S	Pro-Am	+21.379s
7	Ross Wylie/Matthew Graham	Valluga Racing/Porsche 718 Cayman	Silver Cup	+26.325s
8	Jamie Orton/Seb Hopkins	Team Parker Racing/Porsche 718 Cayman	Silver Cup	+27.691s*
9	Jack Brown/Will Burns	Century Motorsport/BMW M4	Silver Cup	+31.399s
10	Ed McDermott/Michael Broadhurst	Motus One Racing/McLaren 570S	Pro-Am	+1m10.941s

11 Freddie Tomlinson/Joe Wheeler (Aspetto Motorsport/Ginetta G56) -1 lap*; 12 Matt Cowley/Marco Signoretti (Academy Motorsport/Ford Mustang) -6 laps; 13 Ashley Marshall/Moh Ritson (Paddock Motorsport/McLaren 570S) -8 laps. **Pole position:** Cowley 1m55.793s. **Fastest lap:** Orton 1m57.901s (90.65mph). **Winner's average speed:** 86.44mph. *32.1s added to race time in lieu of drivethrough penalty **28.1s added to race time in lieu of drivethrough penalty

Race 2: Snetterton, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Jack Brown/Will Burns	Century Motorsport/BMW M4	Silver Cup	1m01:59.179s
2	Matt Cowley/Marco Signoretti	Academy Motorsport/Ford Mustang	Silver Cup	+2.472s
3	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	+6.552s
4	Tom Edgar/Jordan Collard	Toyota Gazoo Racing UK/Toyota GR Supra	Silver Cup	-1 lap
5	Ashley Marshall/Moh Ritson	Paddock Motorsport/McLaren 570S	Silver Cup	1 lap
6	Ross Wylie/Matthew Graham	Valluga Racing/Porsche 718 Cayman	Silver Cup	-1 lap
7	Jamie Orton/Seb Hopkins	Team Parker Racing/Porsche 718 Cayman	Silver Cup	-1 lap
8	Josh Miller/Jamie Day	R Racing/Aston Martin Vantage	Silver Cup	-1 lap
9	Chris Salkeld/Tom Rawlings	Century Motorsport/BMW M4	Silver Cup	-1 lap
10	Freddie Tomlinson/Joe Wheeler	Aspetto Motorsport/Ginetta G56	Silver Cup	-1 lap

11 Richard Williams/Sennan Fielding (Steller Motorsport/Audi R8) -1 lap*; 12 Ed McDermott/Michael Broadhurst (Motus One Racing/McLaren 570S) -1 lap; 13 Aaron Morgan/Bobby Trundle (Team BRIT/McLaren 570S) -1 lap. **Pole position:** Day 1m55.773s. **Fastest lap:** Ritson 1m58.292s (90.35mph). **Winner's average speed:** 86.21mph. *25.1s added to race time in lieu of drivethrough penalty



Loggie (r) stretched his lead

DRIVER STANDINGS

BRITISH GT: GT3

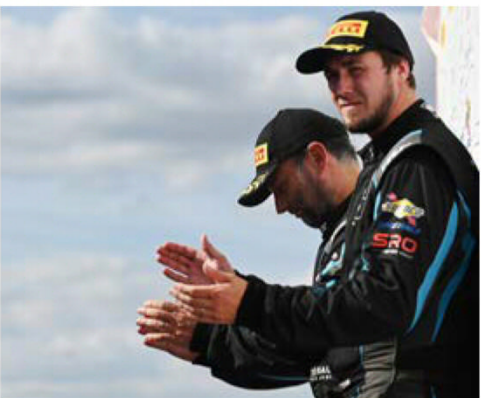
POS.	DRIVER	POINTS
1	Ian Loggie	100.5
2	Michael Igoe/Phil Keen	68
3	Alex Malykhin/James Dorlin	67
4	Adam Balon/Sandy Mitchell	65.5
5	Morgan Tillbrook/Marcus Clutton	63.5
6	Callum Macleod	57.5
7	James Cottingham/Lewis Williamson	57
8	Shaun Balfe/Adam Carroll	49
9	Jules Counon	43
10	John Ferguson	42.5

11 Ulyse De Pauw 40; 12 Nick Halstead 33; 13 Mark Sansom/Will Tregurtha 30.5; 14 Jamie Stanley 30; 15= Mia Flewitt/Euan Hankey 28; 15= Richard Neary/Sam Neary 28; 17 Martin Plowman 27; 18 James Kell 20; 19= Kelvin Fletcher 15; 19= Stewart Proctor/Lewis Proctor 15; 21 Andrew Howard 12; 22= Graham Davidson 10; 22= Simon Watts 10; 24 Nick Jones/Scott Malvern 6.5; 25 Betty Chen/Angus Fender 6; 26 Rob Bell 3; 27 Jamie Caroline 2.5.

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Matt Topham/Darren Turner	104.5
2	Richard Williams/Sennan Fielding	96.5
3	Jack Brown/Will Burns	92
4	Matt Cowley/Marco Signoretti	87.5
5	Josh Miller/Jamie Day	78
6	Ross Wylie	76
7	Tom Edgar	62.5
8	Matthew Graham	53
9	Seb Hopkins/Jamie Orton	49
10	Jordan Collard	46.5

11 Chris Salkeld/Tom Rawlings 28; 12 Benji Hetherington 23; 13 Jack Mitchell 16; 14 Ashley Marshall/Moh Ritson 15; 15 Aaron Morgan/Bobby Trundle 13.5; 16 Joe Wheeler/Freddie Tomlinson 4.5.



Topham and Turner now top

RALLY REPORTS

Photos: rallgallery.com

ARGYLL RALLY: SCOTTISH RALLY CHAMPIONSHIP BY JOHN FIFE

JUNE 24-25



Bogie: back to the top on Argyll event



Henderson was second despite getting penalty

SERIAL CHAMPION BOGIE SIGNS OFF MINI'S ADVENTURE WITH A BATTLING TRIUMPH

Five-time Scottish Rally champion David Bogie took another step closer to his sixth national title with a convincing victory on the Argyll Rally with co-driver Cameron Fair in the Mini JCW WRC.

As Bogie took the overall triumph, David Henderson, with Chris Lees, scored maximum Asphalt series points on their first time out in a new Ford Fiesta Rally2. Completing the podium line-up after a blistering burst of speed over the closing stages was the Mitsubishi Lancer E9 of Michael Binnie and Claire Mole. That 99 crews made it to the finish of the rally from a field of 129 starters is testament not just to the tenacity of the crews, but to the hundreds of service crew members who worked tirelessly to straighten out and repair bent and broken metal. It was indeed a very difficult, challenging but apparently very enjoyable rally. Heavy and blustery rain squalls blighted the four Friday evening tests and for many crews it was the first time they had rallied in the wet and the dark. Saturday's first four tests were again held in mixed weather conditions whereas the final four afternoon stages were dry and sunny. Welcome to Scotland...

Fifty-three seconds into the rally came the first retirement when Barry Groundwater's

Mitsubishi Lancer locked up and slid into a pole, puncturing the oil cooler and radiator. Neil Roskell almost joined him but his Ford Fiesta R5 only struck a bale. It was proof again that city centre specials need treated with respect. The short two-and-half-miler at Kinlochruel introduced crews to the first of the proper closed-road tests. Mark Kelly and Will Atkins excelled with their Ford Fiesta R5 setting fastest time, one second clear of Bogie. It all went wrong for Kelly on the 14-mile Otter Ferry test, where many of the crews faced the most difficult weather they had ever endured. Kelly crashed out, the Fiesta caught out by lashing rain and a slippery surface. Freddie Milne almost joined him as his Fiesta R5 clattered a stone wall. The driver said: "It was almost the perfect hit – both wheels took the brunt of it absolutely side on and just knocked the tracking out." Daniel Harper's bid for victory in the Mini was also scuppered with fuel pump failure just yards from the stage finish. There were no such troubles for Bogie, who set fastest time ahead of Roskell and co-driver Andrew Roughead from the Steve Wood/Dale Bowen combo. Saturday morning dawned wet and blustery with Milne and Patrick Walsh determined to get

back into the fight. Milne was fastest by 5s over Glendaruel from Bogie with Henderson posting his intentions with a time just a second down on the Mini. Five seconds separated Bogie and Henderson through the Bealach Maim test with Milne in full flight on their tails before he set the fastest time over SS7, Loch Fyne. Bogie and Henderson tied on second quickest some 2s behind, but Roskell didn't have such an untroubled run. "I punctured both tyres on one side which then burst a brake line – and I didn't realise till I tried to brake for a corner," said Roskell. At least he survived. Henderson scored his first fastest time over the technical Whistlefield before the crews headed back to service but Bogie was only 3s slower and 1s up on Milne. The same four stages were rerun for the afternoon leg but the rain had stopped and the sun had come out to play – and speeds increased. Milne's attack was reignited right after lunch. He was fastest by 8s over SS9 from Henderson while Bogie was third-equal fastest with Binnie charging up the ranks in the Lancer. However, Henderson was hit with a one-minute penalty for striking a chicane. Into stage 10, Bogie hit back, but only 3s covered him,

Henderson and Milne with Binnie still flying the standard for old technology. It all went wrong for Milne in the penultimate test. A puncture cost over a minute meaning there was now a gap on the podium steps, but would it be second or third? After his penalty Henderson was on a mission, 11s quicker than Bogie, who tied with Binnie and also a resurgent Harper and Chris Campbell all sharing second quickest time. One stage to go with Bogie and Henderson fairly secure in the top two places, although third was still up for grabs between Binnie, Milne and Rory Young/Allan Cathers in the Fiesta Rally2. Henderson rounded off his day with another fastest time ahead of Bogie with Roskell tying with Harper for third quickest, but Binnie had taken another 2s out of Young to ensure a podium result. At the finish, Young was the first to congratulate Binnie on a stirring drive for the rostrum finish. "Fair play to Michael," he said. "There was nothing I could do about those times." Winner Bogie looked at his mount with rueful eyes after his success. "That's the last time I'll be out in the Mini," he said. "We've got a Rally2 car coming for the RSAC Scottish..."

RESULTS

Argyll Rally, Dunoon When: June 24-25

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/Cameron Fair	Mini JCW WRC	53m44s
2	David Henderson/Chris Lees	Ford Fiesta R5	+1m13s
3	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+1m34s
4	Freddie Milne/Patrick Walsh	Ford Fiesta R5	+1m58s
5	Rory Young/Allan Cathers	Ford Fiesta Rally2	+2m02s
6	Gordon Morrison/Hannah McKillop	Ford Fiesta R5	+2m19s
7	Scott Macbeth/Daniel Forsyth	Mitsubishi Lancer E9	+2m34s
8	Neil Roskell/Andrew Roughead	Ford Fiesta R5	+2m35s
9	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+3m09s
10	Greg McKnight/Calum MacPherson	Ford Escort Mk2	+3m38s

Class winners: C1: Simon Hunter/Howard Primrose (Vauxhall Corsa); C2: Scott Courlay/Roger Alcorn (Peugeot 205); C3: Keith Riddick/Mairi Riddick (MG ZR); C4: Jonathan Stepney/Aled Davies (Peugeot 205); C5: Geoff Roberts/Callum Young (Ford Escort RS1800); C6: Peter Stewart/Harry Marchbank (Peugeot 208 Rally4); C7: Stephen Thompson/Larry Highton (Ford Escort Mk2); C8: McKnight/MacPherson; C9: Alasdair S Graham/Kenny McGuire (Mitsubishi Lancer E9); C10: Binnie/Mole; C11: Bogie/Fair.



Michael Binnie scored a last-gasp podium in his Lancer

CLASSES



Asphalt man Stone finished 17th

McKnight's pace leaves his rivals speechless

Class 8 winners Greg McKnight and Calum MacPherson finished as the top two-wheel-drive runners in 10th place overall in their Ford Escort Mk2. Their pace left second-in-class Brad Cole and Jamie Vaughan shaking their heads in disbelief nearly

three minutes adrift. However, Cole's four-second margin over Darren Atkinson and Phil Sandham ensured he still leads the class points. Less than a minute behind McKnight in 13th place was the Class 7-winning Escort Mk2 of Stephen Thompson and Larry Highton. They

were well clear of the similar car of Michael Harbours and Ian MacDougall. Even more impressive was the top 20 pace of the Class 6-winning Peugeot 208 Rally4 (19th overall) of Peter Stewart and Harry Marchbank, which was more than a match for the

Honda Civic of Kevin Dunn and Sean Douglas. David Bogie has strengthened his lead in the Scottish Championship just as Michael Binnie has consolidated his runner-up position, but Scott Macbeth has moved into third place after an impressive top-10

finish in the overall standings in Dunoon. In the Asphalt Rally Championship, David Henderson scored top points from Neil Roskell, but John Stone's top-20 finish earned enough to give him a two-point lead in the table over Roskell.

THE HOT ROD WORLD FINAL HITS 50 - EIGHT-PAGE SPECIAL RETROSPECTIVE!



THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

THE EYES ON THE GOLDEN PRIZE



Why the English points champ is facing an uphill task in 2022, **p22**

The high-pressure Hot Rod event where true champions are crowned THE SHORT OVAL SHOWDOWN



The cars are ready for a frantic race

By Matt James

A whole season's hopes and dreams for the leading National Hot Rod drivers will be packed into just 75 high-pressure laps around Ipswich Stadium on Sunday as the battlers strive to become the 50th name to be etched into World Final folklore.

The winner-takes-all short oval showpiece is the culmination of a journey that started 12 months beforehand. All roads lead to the Foxhall Heath stadium and the desire to win the anniversary event will be stronger than ever.

Boss of the event's organiser Spedeworth, Deane Wood, and his team will put on a show like no other in motorsport. He has invited all the living title holders to attend and fans will be able to get up close and personal with some of the legends of the sport.

Wood said: "We wanted to mark the event with something a bit extra – and we wanted to give something to the fans too. The World Final is a special meeting and this year's will be the most memorable of all."

MEMORABLE FINALS

THE WORLD FINAL COUNTDOWN

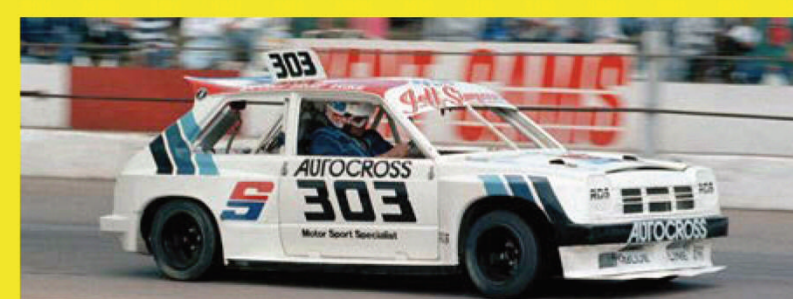
We reflect on 10 of the best showdowns, **p24**



THEY ALSO SERVED...

THE NEARLY MEN OF THE FINAL

Looking at the stars who narrowly missed out, **p29**



SUPPLIER OF

PERFORMANCE PARTS FOR ALL MOTORSPORTS



CAR PARTS

RACEWEAR

SAFETY EQUIPMENT

CAR CLEANING

ENGINE | SUSPENSION | BRAKES | RACING SUITS | SEAT BELTS | WHEELS | HELMETS | HEAD & NECK RESTRAINTS

PHONE: 01252 322934 (8.00AM - 5.00PM)

WWW.SPEDEWORTHFABRICATIONS.COM



WORLD FINAL SPECIAL



Photos: Matt Bull/racepixels.co.uk, mkpics.net



The qualifiers for the Hot Rod World Final will battle over 75 laps

GLOVES ARE OFF FOR THE BIGGEST RACE OF THE YEAR

Christmas comes once a year and for Hot Rod fans, it is just mid-point staging post until the next Spedweekend. That is the event where the biggest present of all is waiting for very best in the business. They will go door handle-to-door handle for the most prestigious prize on offer to the tin-top battlers.

The 50th World Final at Foxhall Heath this weekend will mark a return to the bumper crowds that are a trademark of the event. The difficult times of the last couple of seasons have been put behind motorsport now and those on the grid will be more determined than ever to put on a show and claim the spoils in the special anniversary event.

Organisers Spedeworth has promised to up the ante in terms of razzamatazz, but that is going to be hard to image. It always puts so much effort into the event and its build up that, by the time the pace car pulls off the track to release the 34 chargers onto the quarter-mile Mecca, the atmosphere is at fever pitch. Throw in all the special celebrations to highlight the landmark anniversary, and it is likely to be a World Final like no other.

The race itself has no-holds-barred action. As you can see from our special tribute here, not many of those who finished in second place are remembered in the record books as much as those who have stood on the top step of the rostrum. Our National Hot Rod expert Graham Brown explores on page 29, there have been some of the discipline's most popular and fastest drivers who have not scaled the World Final.

Brown, who is a veteran of all of the 49 editions of the shootout held so far, is also the perfect person to help us wander down memory lane and he hand-picks some of his favourite memories of the greatest showdowns. Don't blame him if your favourite isn't in there: it was my insistence that he stuck to 10 only. He tells me there is plenty more he could have written. Brown also looks at the changing face of the race over the past five decades from its humble beginnings.

Our columnist-at-large David Addison, the well-travelled television commentator, is a huge National Hot Rod fan too and he tells us the reasons why, while we also speak to the man most likely this year, form driver Carl Waller-Barrett. His preparations have not gone as smoothly as they could but, as the adage goes, nothing worth winning comes easy.

And if there is one World Final worth winning, then it is this special celebration race.

Matt James

Editor, Motorsport News
matt.james@kelsey.co.uk
Twitter: @MNmotorsport



To the winner: The spoils



MN: Heart of the NHR action

CONTENTS



Overcoming the speed bumps to chase a maiden World title

Why the English champion Waller-Barrett is up against it this weekend **P22**



Why Hot Rod racing can identify a future race superstar

Our columnist-at-large David Addison tells us about his NHR passion **P23**



Looking back at the best of the best World Final battles

Graham Brown selects the moments that have lived in the mind **P24**



How the showpiece has evolved over its five-decade lifespan

The World Final has a great format, and it has evolved over the years **P27**



The nearly men: those who were close with no reward

Graham Brown looks at those who played a part, but lost out **P29**



Photos: mkpics.net

CW-B: English points champion

WALLER-BARRETT FEELS THE HEAT AHEAD OF THE BIG RACE

English champion has had a last-minute drama. **Matt James** looks ahead

After scooping the English points crown with a number of victories at Foxhall Heath, the traditional home of the National Hot Rod World Final, Carl Waller-Barrett should have been sitting pretty as the category's showpiece event approaches this weekend.

The Vauxhall Tigra driver had perfected his car across the points-scoring rounds to make his way into the Ipswich blue-riband event. The curtain came down on the English points chase at the end of May and there was only one final challenge before the winner-takes-all 75-lapper to undertake.

The Thunder 500 in the middle of June, run for the Angie Rowe Memorial Trophy, is a not-for-points rehearsal for the World Final where drivers get one last chance to refine their cars. As Waller-Barrett pulled on to the infield with plumes of smoke emanating from the engine, it seemed his hopes might have gone the same way.

"We only went to the Thunder 500 to make sure we were happy with the car and make sure the set-up was perfect, rather than win," explains the driver.

Instead, he was left with a powerplant dilemma. The engine hadn't blown, but it had overheated and come close to lurching. It could have been refettled, but with a whole season's work on the line at Foxhall Heath on Sunday afternoon, Waller-Barrett has been forced to think again. He had another motor in the tuner's engine shop, so a swap will be made.

"We aren't going to dare risk [reusing the T500 engine]," he explains. "I haven't got



McDonald will be a victory threat

time to go down to the engine builders with it but he has one that he has already rebuilt for me. We are just going to stick that in. Over 75 laps, things get very hot and given that the engine blocks are Duratec with an alloy casting, I don't want to take any chances."

While it has caused a last-minute drama, the fact the engine played up in the Thunder 500 rather than the main event is probably a blessing. Waller-Barrett, given his form over the course of the campaign, will be the man everyone has to stop to claim the big prize. While the best of the Republic of Ireland, Northern Ireland and Scotland will be added into the mix at Ipswich, the East Anglian driver knows that he will draw the eyes of most.

"I have definitely got a bit of a target on my car given the amount of time the scrutineers are looking over it!," jokes Waller-Barrett. "I have been run into the wall too, so I know that people are out to stop me however they can. Traditionally we have always struggled for form at Ipswich but we have finally managed to find a bit of speed around there, and that is the track that everyone wants the pace at."

They might want to be quick in Suffolk, and speed is very much of the essence in the World Final. It adopts a qualifying session unique to Hot Rods for that event only: the grid order is set from the best of a three-lap dash during what is called Hot Laps on Saturday afternoon. It is something that Waller-Barrett knows will be vital to success and his mind has been on the qualifying format for some time now.

"It is not something you are ever used to in a normal season, and for the last few practices at Ipswich, I have been trying to do mini-simulations," he admits. "When I have



Carl Waller-Barrett is hotly tipped

been testing, I have tried to push for those first three laps and do a qualifying run and then look at my times afterwards. I have been trying to get my head into it and become familiarised with the feeling of it and being in that situation."

There are plenty of others who will have copied his preparation. As well as his regular English rivals – 2018 World Final winner Billy Wood and 'Mr Perfect', Chris Haird, who has three World Final victories – there are the incomers. Northern Irishman John Christie (himself a World Final winner in 2013) is equipped with one of the few Lotus Exige machines and Derek Martin, the reigning National champion in his Tigra, are both highly capable of causing a surprise. Add in Republic title holder David Casey too.

But there is one man that Waller-Barrett will have his eyes on more than anyone else and that is the man coming into the meeting looking to earn three World Final titles in a row, Rob McDonald. The Scot took titles either side of the Covid break and has a hat-trick within his grasp.

"He is the one who I wouldn't want to get away in front because I might not be able to catch him up," says Waller-Barrett. "If he gets half-a-lap ahead, he is the hardest one to haul in, but I have more confidence in catching any of the others. Having said that, you then have to factor in the top Irish guys. We don't race against them regularly... what they will be like, I don't know..."

And that is the point. There are so many unknowns facing all the drivers this weekend, and that it what makes it one of the greatest motorsport showdowns in the UK.

Gentlemen, start your engines... ■

ENTRIES

50th National Hot Rod World Final Qualifiers

NO.	DRIVER	CAR
4	Nigel McCauley	Vauxhall Tigra A
15	Jason Loosemore	Vauxhall Tigra A
17	Rob McDonald	Vauxhall Tigra A
20	Derek Martin	Vauxhall Tigra A
23	Aaron Dew	Ginetta G40R
27	Mikey Godfrey	Mazda RX-8
31	Dick Hillard	Vauxhall Tigra A
36	Roy Anderson	Vauxhall Tigra A
54	Adam Hylands	Vauxhall Tigra A
61	Brendan O'Connell	Vauxhall Tigra A
70	Shane Murray	Ginetta G40R
71	Gordon Alexander	Vauxhall Tigra A
75	Carl Sloan	Vauxhall Tigra A
92	Jack Blood	Vauxhall Tigra B
95	Cavin Murray	Vauxhall Tigra A
115	Chris Haird	Vauxhall Tigra A
124	Chris Aldridge	Vauxhall Tigra A
162	Carl Waller-Barrett	Vauxhall Tigra A
174	Jason Kew	Ginetta G40R
261	David Casey	Vauxhall Tigra A
265	Barry Stephen	Vauxhall Tigra B
305	Billy Wood	Vauxhall Tigra B
330	Ross McWilliam	Ford Fiesta
446	Sam Gray	Peugeot 206
524	Perry Cooke	Vauxhall Tigra A
629	John Sibbald	Vauxhall Tigra A
743	Paul Wright	Vauxhall Tigra A
788	Mark Shelper	Peugeot 206
925	Jeff Riordan	Lotus Exige
937	Ben McKee	Mercedes SLK
962	John Christie	Lotus Exige
994	Keith Martin	Vauxhall Tigra B
998	Simon Kennedy	Vauxhall Tigra A

* = plus the winner of the Wild Card race at Foxhall Heath on Saturday evening

WINNERS

National Hot Rod World Final winners

YEAR	DRIVER	CAR
1972	Bob Howe	Ford Escort Mk1
1973	Barry Lee	Ford Escort Mk1
1974	Barry Lee	Ford Escort Mk1
1975	Derek Fiske	Ford Escort Mk1
1976	George Polley	Ford Anglia
1977	Barry Lee	Ford Escort Mk2
1978	Barry Lee	Ford Escort Mk2
1979	Gordon Bland	Ford Escort Mk2
1980	Mick Collard	Ford Escort Mk2
1981	Ormond Christie	Toyota Starlet
1982	Davy Evans	Vauxhall Chevette
1983	Ormond Christie	Toyota Starlet
1984	Peter Grimer	Toyota Starlet
1985	Ormond Christie	Toyota Starlet
1986	Norman Woolsey	Toyota Startlet
1987	George Polley	Toyota Starlet
1988	Phil White	Toyota Starlet
1989	Norman Woolsey	Peugeot 205
1990	Davy McCall	Peugeot 205
1991	Roger Peck	Toyota Starlet
1992	Phil White	Vauxhall Nova
1993	Norman Woolsey	Peugeot 205
1994	Ricky Hunn	Peugeot 205
1995	Ian McKellar Jr	Peugeot 205
1996	Ormond Christie	Ford Fiesta Mk3
1997	Ormond Christie	Ford Fiesta Mk3
1998	Colin White	Ford Fiesta Mk3
1999	Colin White	Volkswagen Corrado
2000	Colin White	Volkswagen Corrado
2001	John Steward	Vauxhall Corsa B
2002	Davy McCall	Peugeot 206CC
2003	Dave Longhurst	Mitsubishi Colt
2004	Malcolm Blackman	Peugeot 206CC
2005	Keith Martin	Peugeot 206CC
2006	Carl Boardley	Vauxhall Tigra A
2007	Carl Boardley	Vauxhall Tigra A
2008	Carl Boardley	Vauxhall Tigra A
2009	Carl Boardley	Vauxhall Tigra A
2010	Chris Haird	Vauxhall Tigra B
2011	Malcolm Blackman	Peugeot 206CC
2012	Glenn Bell	Vauxhall Tigra A
2013	John Christie	Vauxhall Tigra A
2014	Chris Haird	Vauxhall Tigra B
2015	Shane Murphy	Vauxhall Tigra A
2016	Adam Maxwell	Vauxhall Tigra B
2017	Chris Haird	Vauxhall Tigra B
2018	Billy Wood	Vauxhall Tigra A
2019	Rob McDonald	Vauxhall Tigra A
2020	Cancelled	
2021	Rob McDonald	Vauxhall Tigra A

"I've been practicing for the Hot Laps"

Carl Waller-Barrett

WORLD FINAL SPECIAL



DAVID ADDISON



Our columnist-at-large would much rather be in Ipswich this weekend

Photos: mkpics.net



Only the brave:
Hot Rod battles



Perry Cooke is a rising star of the Hot Rod arena

Just occasionally, calendars work really well. This year, they don't. For example, this weekend you could spend Sunday focusing on a World title, with drivers at the top of their game, eager to impress in front of a massive, once-a-year crowd. Or you could be at Silverstone.

The National Hot Rod World Championship may be a British-dominated event, but it is no worse for that. Yes, there is foreign – mainly Dutch or German – participation but it is the Brits who dominate and while in that respect it is like a bigger round of the UK's qualifying series, it is the prestige and the atmosphere that make this weekend so special.

Hot Rod racing is one of those categories that people don't get. For example, stock car fans pan it because there is no contact. No deliberate contact. And circuit racing fans don't see the point because you could race on a long circuit and, hold the front page, turn left once in a while...

Both attitudes miss the point. Drivers who come from a non-contact oval category know how to overtake. Remember the impact Ian McKellar Jr made when he burst into TVR Tuscan? Or Rob Collard's ability to overtake where science said you couldn't? Both came from oval racing.

If you think of banger racing here, then please leave. National Hot Rod racing, nudging 50 grand a car, is the equivalent of the BTCC and the drivers are at the same level. To overtake here you have to have balls the size of space hoppers, sitting on the outside for lap after lap, millimetres away from a barrier as you edge past a rival. No hybrid. No success ballast. Just talent. Forget ironwork that lets you heave someone out of the way, this is about car control and bravery.

And hot rod racing covers a multitude of categories. Spedeworth's two-litre Hot Rod category is a cheaper alternative but no less competitive with the class growing in the Midlands as well as Scotland and Eire while Stock Rods are another step down in terms of cost although the racing is as fierce as anything. In fact, the class, like many on the ovals, is unrecognisable compared to its very standard origins, but it generates hugely successful drivers and ultra-close racing.

And then there are Rookie Rods, another entry level class aimed at the newcomers, but for performance-per-pound, there is nothing wrong with it. It entertains those on the terrace and gives good racing as an end point or the first rung on the ladder if a driver wants to graduate up the Rod ladder.

Rod racing, in all its guises, offers something for every pocket and every level of ambition. If you want to graduate to National Hot Rods, there is a defined ladder from Rookie Rods upwards, Carl Boardley being an example of someone who came from Stock Rods and worked his way up, while some drivers stay in a class for ages. Take Graham Moreton, one of



More modern shapes are coming to the fore

Spedeworth's most loyal Stock Rod racers. He's never, whisper it, won many titles, but has rarely missed a meeting for decades and is always there or thereabouts, racing hard and enjoying the category. Chris Lattka was another, like Andy Sturt or Stuart Smyth, who specialised in winning Stock Rod titles but either a lack of desire or, more likely, a lack of budget kept them all in Stock Rods.

But as costs rise, other classes come underneath. Back in the 1980s, Incarace launched Lightning Rods, a cheaper version of Super Rods, which catered for the V6 Capris and Sierras, plus the occasional Rover SD1. Super Rods is still around but with small entries, and Lightning Rods had a massive boom in the early noughties but is now at a crossroads: the most popular car has always been the Sierra, in hatchback or booted Sapphire form, but they are getting rarer and also portray an old and dated image of the class. BMW 3 Series models are being built and the odd Lexus crops up, but the class needs more new shapes to keep interest up.

Actually, you could say that about National Hot Rods. Surely, a grid full of Vauxhall Tigras is the wrong image? Hooray for those in Ford Fiestas and Mazda RX-8s (step forward Mikey Godfrey), which are recognisable on the roads, although I am not sure a Ginetta is, but there is a long way to go before the whole grid is in a more recent car. Scarily, the Tigra B was discontinued in 2009...

Whatever class of rod racing it is, expect action. And, as you sit on the Foxhall terraces, here's a thought. Is Hot Rod the right name if you want to sell it to new fans? Hot Rods conjure up those whacky American things, not these proper race cars. Had it not been used already, I'd vote for Speedcar. Answers on well-used beer mat please...

"The National Hot Rod series is all about car control and bravery"

WORLD FINAL SPECIAL

MAKING HALF A CENTURY OF MEMORIES IN THE WORLD FINAL GUNFIGHT

Graham Brown selects some of the stand-out scraps for the biggest Hot Rod prize of all

Photos: Frank Love, Matt Bull/racepixels.co.uk

Fifty years of Hot Rod World finals still seems an unlikely landmark to have reached by those who were there on September 10 in 1972 when the first one took place.

When Hot Rod racing launched at Hednesford in 1963 with a handful of cars in front of a disinterested crowd the idea that the class could stage a World championship less than a decade later would have been laughable. But the irresistible rise of Hot Rods inevitably led to the establishment of the event that became the one everybody still wants to win.

1972 Winner: Bob Howe

Barry Lee was viewed as clear favourite; over 75 laps. Surely his pace and reliability would be bound to triumph? And despite the grid draw placing him well down the order, he had the lead by around lap 15. That looked like game over until Lee retired with a broken throttle cable. That left Brian Pedley and Bob Howe to fight it out with Howe taking charge. Realising the chasing Deryck Armitage was closing, Howe still had work to do to successfully claim the win, despite a rear tyre deflating even before the trophy presentations. Armitage was disqualified after his engine failed scrutineering.



1977 Winner: Barry Lee

'The Man In Black Is Back' screamed the Motoring News headlines the year Barry Lee (who had adopted a flamboyant black driving suit) finally made it back to the top of the tree after a couple of years where 'his' gold roof adorned the cars of others. With George Polley's title defence having ended in the wall, it was Midlander Jon Brookes – driving in his first World Final – who carried the fight to Lee, Barry for once having benefited from a decent draw position. Brookes actually got in front at one point but Leapy was back in command when it mattered.



1980 Winner: Mick 'Duffy' Collard

If Mick 'Duffy' Collard had been viewed as World champion elect the previous year, he wasn't seen in the same light 12 months later; it was that man Barry Lee again who was the form driver in the run-up to the event. Initially though, Lee (leading) and Collard had to put down the first serious challenge from Northern Ireland in the shape of Ormond Christie and Ivor Greenwood. Once clear of them, the two southern superstars fought for it. Lee was ahead until his car developed the tiniest misfire nearing the finish, all the encouragement Collard needed to sweep past to a hugely popular win.

1981 Winner: Ormond Christie

The most pivotal event in the history of the race. The first win by a Northern Irishman, the first for a 'hybrid' car – oval racing's prototype Toyota Starlet – and the first for five-time champion Ormond Christie. It was also the first and, so far, only race won and lost on a penalty. Defending champion Mick 'Duffy' Collard in a conventional Escort led and battled gamely with a dodgy gearbox as well as the hybrids of Christie and Davy Evans (Chevette) before eventually crashing out. Evans barged past on the last lap for the win until the steward reversed their positions.





**1988
Winner:
Phil White**

The first truly wet race since the deluge of 1974. Strangely perhaps, the torrential rain produced perhaps the most exciting World final yet seen. The dry qualifying races had put Phil White firmly on pole with defending champion George Polley seemingly out of it on row 13. But by dint of some eleven-tenths driving that attracted several black crosses along the way, Polley ended up giving White the race of his life as they went at it wheel to wheel, lap after lap. Phil won it alright but this was a day when everybody remembers who came second.



**1990
Winner: Davy McCall**

Nobody much (in England, certainly) had ever heard of Northern Ireland's Davy McCall before 1990's World final, but they sure knew all about him afterwards, as McCall produced the biggest shock result in the history of the race. Coming out of the lesser classes in NI, he'd never driven in England before, let alone at Ipswich. Driving a perfectly judged race involving the tricky factor of having to preserve his wet tyres on a steadily drying track, McCall drove all over the opposition to take a win absolutely no-one saw coming from all the way back on grid position 28.

**1991
Winner: Roger Peck**

There had been a good deal of hype surrounding the young Roger Peck (he was 22) prior to the World but he had gone off the boil a bit as the race approached. Just the same, many younger fans were still rooting for him and his flamboyant 'Union Jack' Toyota. Hot laps left Peck languishing on the fifth row but several daring passing moves carried him through to fourth place with seemingly everyone in the stadium willing him on. When Steve Burgess (leading) and challenger Steve Skitmore tangled briefly, Peck dived up their outside and it was all over.



**1995
Winner: Ian McKellar Jr**

Like Roger Peck four years earlier, some people thought sensational new 'find' Ian McKellar might just win, but a teenager with only six months' experience wasn't really expected to stay the course. No, this looked to be John Steward's year at last. And JS did everything right, setting fastest lap to bag pole for the second year running and then leading 69 of the 75 tours, by half a lap at one stage. But, once McKellar had passed all others who'd started ahead of him, he hunted Steward down and went by to become, at 17, the youngest-ever champion in storybook fashion.



**1996
Winner: Ormond Christie**

Ormond Christie picked the silver jubilee event for a comeback following heart surgery, 11 years after his last win. Victory for his Fiesta still looked some sort of fairy tale even after he'd done a blistering pole lap. He'd had to rebuild the engine overnight and *still* ran the race with a misfire. Other cars streamed past at the start but, as they fell by the wayside, it became a dour struggle between Andy Steward and Christie. Repeated attacks down Steward's inside failed to get Christie past but a last-corner switch to the outside miraculously put the Fiesta first over the line by inches. It remains the closest finish in the history of the event.

**2006
Winner: Carl Boardley**

Following lots of decent results for Carl Boardley, in 2006 he was seen as favourite, his pole lap around four tenths better than his rivals. A challenge from Malcolm Blackman vanished after a shunt and it was Andy Steward who eventually chased down the leader, hitting the front after Boardley collided with a backmarker. Boardley came back with a vengeance but didn't make his move until the last lap. With Boardley fully committed to the outside line, when Steward - undoubtedly still haunted by the nightmare of 1996 - moved to block the threat, contact with each other and the wall was inevitable. Steward went spinning while Boardley limped on past the chequers for the most controversial win of all time.





**UK AND EUROPEAN
DISTRIBUTOR
AND TYRE SUPPLIER FOR**

**FORMULA STUDENT
NATIONAL HOT RODS
2 LITRE HOT RODS
SUPERSTOX • DRAG RACING
CIRCUIT • HILLCLIMB
FORMULA VEE • AMERICAN CUP CAR**

www.hoosiertyre.co.uk

01293 863579

info@hoosiertyre.co.uk

**ADVERTISING DOESN'T COST,
IT PAYS!**



**TO ADVERTISE IN NEXT WEEK'S ISSUE,
PLEASE CONTACT RUSSELL:**

russell@talkmediasales.co.uk

**"THE TRACK IS MY CANVAS,
THE CAR IS MY BRUSH"**

GRAHAM HILL



SOMETIMES ALL YOU NEED IS A GOOD QUOTE.

We're in pole position when
it comes to specialist insurance
for your car, van or home.

- ✓ On Track Cover
- ✓ Laid-up Cover Including in Transit
- ✓ Trailer/Transporter Insurance

- ✓ In-between Events Road Cover
- ✓ Club Member Discounts
- + And Much More...

Call us today for a great tailored rate on 0800 085 6186

45
YEARS OF
EXCELLENCE

adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority
Trustpilot rating checked on 22nd March 2022

**ADRIAN FLUX
MOTORSPORT**

★ Trustpilot
Rated
"Excellent"
★★★★★

WORLD FINAL SPECIAL



Photos: mkipics.net

THE BIG RACE: TALKING 'BOUT AN EVOLUTION

Graham Brown looks at the changing format for the Hot Rod decider over the years

The World' had originally been slated for Hednesford but, for whatever reason, it ended up being first staged in 1972 by Spedeworth's Les Eaton at Ipswich instead, and it has stayed there ever since.

It would be fair to say Eaton was more interested in the show than he was in the detail of how events were actually run. While he would never have countenanced anything blatantly unfair, he was happy to let a public draw decide starting positions for big events, so a driver's chances literally depended on the luck of the draw.

The early races had no formal system of qualifying either. With the regionalised nature of Hot Rods in those days it was entry by invitation, with so many cars allowed from the Midlands, Scotland, etc. There was no Hot Rod racing in Northern Ireland until the tail end of the 1970s.

Of course, the very name 'World championship' is sometimes viewed with disdain, for an event largely contested by drivers from the British Isles. But the race has always been open to international entries and even the inaugural event featured three cars from Denmark and two South Africans. Besides, if drawing most of the contestants from just one country is good enough for baseball's World Series...

It took until 1980 for the draw to be abandoned, when somebody had the bright idea of running timed laps to determine the grid. Although not referred to as Hot Laps 40 years ago, that's exactly what they were, with each driver getting three solo laps to try and land pole. That first year it was eventual winner Mick Collard.

In 1985 a change involved nearly 40 English cars being allowed into Hot Laps with the slowest eliminated from the race. This fall-at-the-final-hurdle plan was unpopular and by the following year Hot Laps were being used to determine the starting order for two reversed-grid semi-final races.

This created something of a lottery with a year's work all too easily undone by a bad result (or two), and this system



Fans get up close and personal



The way the grid stating order is determined has been evolved



The pressure is on: all the drivers who qualify will tackle Hot Laps

was never very popular with the driving strength either. It did mean, though, that the promoters got two engaging races for the Saturday with the main event switching to Sunday for the first time. With some tinkering, these kind of last-minute, sometimes sudden-death, races lasted until 1991 when it became all down to Hot Laps to decide the grid once more.

However: as much as everything in Hot Rods always looked rosy when the cars arrived on Foxhall Heath each July, the struggle to get there was becoming arduous. In both 1992 and '93 there were no fewer than 41 rounds for the English to contest; everybody and their equipment was being worked too hard. There was also a recession, and entries were suffering, badly at some events. It was now that this writer came up with a plan to address all the problems with both qualifying for the World and all that hard work being wasted by virtually meaningless races at the event itself.

The new plan (referred to as 'The

Group System') for 1994 called for a vast reduction in the number of qualifying rounds in England, while merely scoring enough points to make the field wasn't going to be sufficient. The points scored would also help determine where you started on the World grid, the top four being in Group One, the next quartet in Group Two and so on.

Only the Group One drivers could go for pole with none of them, however badly they performed, forced to start any further back than row three. Non-English drivers would be added to the groups one (later two) at a time purely in the order determined by their Hot Laps. So each group would be of six cars, four English, the two fastest non-English, their overall grid order decided by Hot Laps. And so on down the grid.

Now there was an incentive for people to show up at every round. And as complex as it sounds, it worked. For the next 22 years, this was how qualifying both for and at Ipswich operated. The



Preparation is key to maximising the vital lap times on Saturday

system also worked because neither the English nor their main competition – the Northern Irish – were ever really happy with it! Each country had its pros and cons.

The NI drivers hated the English having their safety net of the groups while English racers hated the NI drivers being able to roll up at Ipswich and snatch pole by just blitzing Hot Laps. But of course, the downside for the Northern Irishman was if they had a bad run in Hot Laps they'd be at the back. The downside for the English who hadn't made Group One was that they couldn't try for pole – but they'd had all season to work on that.

In 2009 a small but significant change was made so that the quickest in Hot Laps would now start from pole whichever group they'd qualified in. And in 2013 further tweaks were added, to make every series points champion a Group One member, and also to introduce the first Wild Cards into play, where the winner of Saturday's support would qualify to start from the back of the grid.

It was clear which way the wind was blowing, the Group System was being watered down, particularly when a load more NI drivers were effectively added to Group One in 2015. And in 2016 the inevitable happened with a complete return to the grid just being decided by Hot Laps and nothing else for the first time since 1994.

Some, including the originator of the Group System, had quietly wanted to see a return to the 'first past the post' method for a while. Grouping worked while there were only a relatively small number of world-class drivers in NI. But once they had lots of them, anything that prevented all those competing on a level playing field was no longer fair.

So for the last six years it's all been pretty simple. Every area runs its World Series, the allotted number of qualifiers (based on each area's entries) go to Ipswich, and the quickest in Hot Laps start up front and fight it out over 75 laps. That last bit has never changed – long may it last. ■

HOOSIER AND NATIONAL HOT RODS: A PARTNERSHIP TO BE PROUD OF

At Hoosier, we are proud of our long-standing association with National Hot Rods, and are honoured to have been the supplier of the control tyre for this exciting formula for over 20 years.

During that time, we have watched the sport grow, and we admire the total dedication of the drivers and teams from all corners of the UK and Ireland. We appreciate the long hours and midnight oil burnt in the workshop every week in order to bring the spectacle to the race track for us all to enjoy and admire.

We would like to wish each and every driver the very best of luck in the Championship this weekend. Although there can only be one winner, every driver should be proud of their achievement and we thank you all for your contribution to the sport.



13 ISSUES FOR £13*

SAVING
75%

SUBSCRIBE NOW

- Great value
- Great content
- Don't miss out

- Motorsport News is the go-to place for opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks to bring you the very latest.
- The Reader's Question section features the big names responding directly to your queries.
- Motorsport News focuses on all that is great about British motorsport, from grassroots to the top flight.

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JUNE 23 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

EXCLUSIVE INTERVIEW:

JONNY KANE



Sportscar battler tackles the MN readers' questions, p20

Red Bull driver forced to drive under pressure for Canadian Grand Prix victory

MAX HOLDS HIS NERVE TO EXTEND HIS F1 POINTS ADVANTAGE



Verstappen won under some heavy pressure



Dutchman's sixth 2023 victory

By Matt James

Max Verstappen has strengthened his grip on the Formula 1 points table by taking his fifth win in six races in a hard-fought Canadian Grand Prix on Sunday.

The Red Bull driver came under attack from Ferrari's Carlos Sainz over the closing stages in Montreal but held on to cross the line just under one second ahead of the Italian machine.

Verstappen now has a 46-point lead in the table as team-mate Sergio Perez retired and Ferrari's Charles Leclerc fought from the back to finish fifth.

Lewis Hamilton took third for Mercedes and was delighted. He said: "I didn't expect this coming into the weekend. It's my second podium of the year. So this feels really special, especially where I got my first grand prix win."

Full report, page 4

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT
NEWS

REPORT

MOFFETT
KEEPS UP
HIS STREAK

Donegal victory for
Hyundai driver, p17



MN POLL

PICKING OUT
A TOYOTA
STAR CAR

We need your help to
unearth firm's finest, p33



£3.99

VISIT [SHOP.KELSEY.CO.UK/MTSJUL21P](https://shop.kelsey.co.uk/MTSJUL21P)

OR CALL: 01959 543 747 AND QUOTE MTSJUL21P

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

THEY ALSO SERVED: THE WORLD FINAL'S NEARLY MEN

Graham Brown looks at some of Hot Rod racing's biggest names who were never crowned

The average motorsport enthusiast usually has difficulty understanding why winning a World Hot Rod championship is such an achievement. It looks easy enough in theory. It's only a quarter-mile oval, it's only 75 laps of turning right twice and there are no gear changes. No problem, right?

Oval racing followers will know just how easy it isn't. If it were that simple, there would be more winners for a start.

Since 1972 there have been 49 races and so 49 possible different champions. In fact there have been only 28 men privileged to paint the roof of their car gold in that time. If you take the wins scored by just six of those drivers – Ormond Christie, Barry Lee, Norman Woolsey, Colin White, Carl Boardley and Chris Haird – you've already accounted for 22 of the available victories, with 32 of the possible wins shared between just 11 men.

In other words, many are called but few are chosen, so it's little wonder some drivers' goal is just to finish a World Final, with winning merely a dream likely to be realised by others.

But the guys one always feels most sorry for are those who came close without quite being able to grab the top slot.

Perhaps the biggest 'nearly man' of the lot is Stuart Jackson, who finished second no fewer than a galling three times in the six years spanning 1978-83. Stu then emigrated to the USA, bought a stockcar track in South Carolina and became a naturalised US citizen. He was SCCA Formula Ford champion 2015-17 and has competed everywhere from Sebring to Daytona.

"I was just a welder with no money," Jackson recalls. "The cars were built and prepared in my parents' back garden and there was never any money for new tyres. I even had to sell my road car one year to make the race. But they were the best days ever; I've no regrets."

Jackson was one of several Midlands racers knocking on the door at that time, including the man usually considered to be the greatest driver never to have won the World: Pete Stevens. Stevens' unremarkable Ipswich results (a pair of fourths in '83 and '85) are only remembered at all because they seem so unlikely for a driver of his calibre. Had the World been held at Hednesford – where Stevens scored a hat-trick in the National championships – it would have been a different story.

In more modern times there have been a fair



Uncrowned king:
Pete Stevens

few who came close without getting the cigar.

For instance, prior to Shane Murphy finally in 2015 becoming the first winner from the Republic of Ireland, fellow countryman Tom Casey had racked up a pair of seconds ('98 and '01) and a third in '94. The event in 2001 was perhaps the bitterest pill to swallow as Casey had looked the winner until being outfumbled around a backmarker by eventual champion John Steward. Casey's son David has also recorded the exact same podiums as his dad (second in 2016 and '17, third in 2019) although David won't have given up hope of the top step just yet.

There must be something about fathers, sons and their results.

Jeff Simpson has two thirds ('91 and '92) and a second (2000) to his name, while his son, former British Touring Car Championship racer Matt, has precisely the same results, finishing second in 2008, third in '09 and 2012.

"Actually, I got closest in '94", muses Simpson Sr. "That was definitely going to be my race – and then I got black flagged for something I didn't do. In '92 I did get past [second-placed] Norman Woolsey –

controversially he says! – but he took me back on the last lap."

Simpson's P2 after a comeback nearly a decade later was a very different race for him. "I had terrible back trouble and had to get a doctor's letter to say I could race. Even then I needed a shot in the morning before I could even get in the car."

Under the circumstances, finishing second only 0.1 seconds behind the all-conquering Colin White – busy taking his third win in a row – almost counted as a victory.

Simpson Jr's tales of woe differ greatly from his dad's. He explains: "In 2007 I qualified on row two and led before the battery went down. I was row two again for '08 and ended up having to defend against Mike Riordan. That was when we were using pop-off tyre valves and I could never get my head around them. Of course, Carl [Boardley] was just different class that day, as he mostly was when I was racing."

"And then 2012 should have been my year. I've always been quick in the wet and I was about to take the lead – I'd have been gone if I'd got in front – when a backmarker drove me

wide and lost me a load of places. I came back to third but it was another case of what might have been."

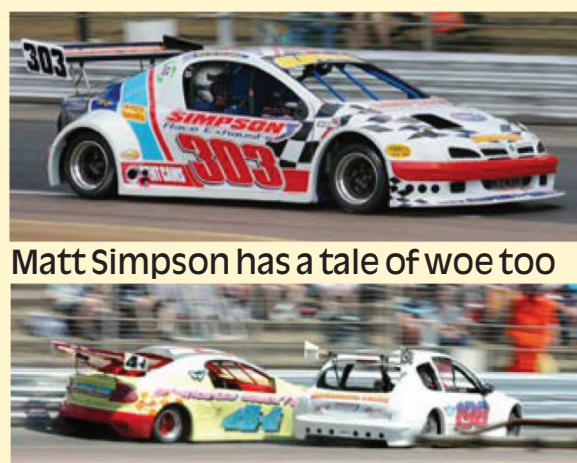
Finally, spare a thought for Andy Steward. Although the stats show only a lonely second in 1996, 'Donut' has twice got closer to an unattained World win than anyone else, including Stu Jackson.

In '96 Andy led most of the way in his gold Peugeot 205, despite an uncovered exhaust badly burning his leg, only to have Ormond Christie come around his outside on the last corner to snatch the win away by a couple of inches. A decade later almost to the day, Steward had managed to achieve the unlikely feat of passing Boardley for the lead in a World final as they skirted a backmarker, before they collided as Boardley battled to get back in front on the dramatic last lap. The resulting impact left Steward a non-finisher with Boardley the winner.

All of which just goes to show that you can have the best backing, the best car, a mountain of experience and all the skills, but sometimes you just need that final element that's sometimes lacking: a little bit of luck. ■



Stu Jackson ran on very tight budget



Matt Simpson has a tale of woe too



Crunch: Boardley and Steward in '06

**"I got black
flagged for
something
that I didn't
even do..."**

Jeff Simpson



In 1996, Andy Steward was shoo-in

BTCC REPORT: CROFT

IN BRIEF

Gornall returns

Former Formula 2 test driver James Gornall returned to the British Touring Car Championship at Croft at the wheel of an Excelr8 Motorsport Hyundai i30 N. Gornall, who took part in a part-season in the tin-top series in 2020 in a Trade Price Racing Audi S3, replaced Jack Butel, who had family commitments. Gornall dropped out of the BTCC before Croft in 2020 and so his return was his first time racing at the venue since 2003.

Boardley dips out

Multiple Hot Rod World Final winner Carl Boardley was due to make his return to the British Touring Car Championship at Croft in place of Rick Parfitt. Regular Team Hard Infiniti Q50 driver Parfitt, who is also a musician, was committed to three gigs and had to miss the rounds but Boardley's participation was curtailed when he fell ill in the build-up to the event.

Stars in a chopper

With BTCC title sponsor Kwik Fit having a presence at the Goodwood Festival of Speed, drivers Josh Cook, Jason Plato, Dan Cammish and Adam Morgan were all on interview duties on Thursday and Friday. The group legged in to a helicopter that left Goodwood just after 1430hrs on Friday and landed at the circuit at 1600hrs.

Woe for Cammish

Motorbase Performance Ford Focus racer Dan Cammish was forced sit out the majority of the second free practice session when a tyre problem pitched him into the barriers at Clervaux early on in the 40-minute period. His team-mate Ash Sutton had experienced a similar issue during free practice one and had an off-track excursion. The team rebuilt Cammish's car in time for qualifying and he lined up in 14th position.

Three-part dash

The qualifying session ahead of the rounds at Croft was halted three times after three separate incidents. Firstly, Adam Morgan planted his Ciceley Motorsport BMW 330e M Sport in the Clervaux barrier after a lock-up in the opening minutes. He was able to rejoin the running (as he was returned to the track by marshals and not a snatch vehicle) but Dexter Patterson, who mirrored the incident just three minutes after the green flag had flown in his Laser Tools Infiniti Q50, was forced to park for the rest of the afternoon. The final halt came with 45 seconds to go when Michael Crees' Power Maxed Racing Vauxhall Astra stopped in an unsafe position.

Pole for Turks

Colin Turkington took the 26th pole of his career in record time at Croft last weekend. The WSR BMW 330e M Sport racer – who was using his 2019 title-winning chassis after his race car was badly damaged in a shunt at Oulton Park last time out – clocked a 1m21.468s (92.80mph) lap to beat Andrew Jordan's qualifying record of 1m21.781s, clocked in 2019.



The Hyundai man took a double win



Taking the adulation: Lloyd and team's delight

LLOYD'S COMEBACK LANDS HIM A BRACE

Hyundai man was in the wall at Oulton and a double winner at Croft. By **David Addison**

If fairy tales are your second choice of reading after **Motorsport News**, then why not try a new title that has just been written entitled **'Daniel and the Amazing Rebuilt Racing Car'**.

It is a feel-good sequel to 'Daniel and His Wrecked Racing Car' and a 'Trip To Hospital'. For Huddersfield-based Dan Lloyd, being on the grid at all was amazing enough after a whopping rebuild bill following his Oulton Park smash.

Two wins that followed were astonishing in a weekend in which his Excelr8 Hyundai i30 N team-mate Tom Ingram retook the championship lead as Josh Cook struggled with a breathless BTC Racing Honda Civic Type R in three largely static races.

Gordon Shedden won the weekend's finale in an excellent rescue job after race-one dramas in his Team Dynamics Honda Civic Type R, but the main attention was reserved for Lloyd.

Race 1

Colin Turkington's King of Croft tag is well justified. Thirteen wins have gone his way at the basic North Yorkshire venue and a sixth pole on Saturday afternoon for the WSR BMW 330e M Sport driver meant that most of the pre-race conversation was over who would be second.

Lloyd, though, wasn't thinking of just winning the front-wheel-drive contest as he made a good start to sit on Turkington's tail for the first half of the opening lap as the rear-wheel-drive BMW tried to switch on its tyres. By the Jim Clark Esses, Lloyd's Goodyears were operating beautifully and a man who had complained of swollen sphericals two weeks before found them the correct size for bravery as he swept around the outside of Turkington at the Esses on the opening lap to set himself up for a win.

Lloyd's only previous BTCC success had come at Croft and he was determined not to let that be a sole win. Once ahead, Lloyd defended magnificently as Turkington stuck to him like glue, the BMW dropping a tenth at some parts of the circuit and clawing it back at others. It was this elasticated gap that kept Lloyd on his toes throughout as he never once made a proper break and always needed to look in his mirror.

A safety car period, caused by Ollie Jackson's Motorbase Ford Focus being tangled up in a Jason Plato (BTC Racing Honda Civic Type R)/Adam Morgan (Ciceley Motorsport BMW 330e M Sport) collision, didn't help his heart rate, nor did a second one late-race when Aron Taylor-Smith's Team Hard Cupra broke a toelink (to be a common theme of the day) and rotated into the barriers exiting the chicane.

Through it all, Lloyd kept his cool and prevailed for a second career win, despite Turkington having one last shot at the very last corner.

"I'm an emotional wreck," said Lloyd. "I went over the line and cried and I punched the air so hard I hurt my back! That was really hard work and the car just didn't have the pace of Colin's BMW in the last sector so I was always having to be careful not to let him through."

Turkington was second, banking points in what he termed as a "great comeback and proof of how perseverance works. You never give up."

Dan Rowbottom's Team Dynamics Honda Civic was third after he was jumped off the line by Lloyd and then Rowbo spent most of the race keeping Ingram at bay, something he did largely by guesswork. "I had a mirror-full of Ting but as I'd lost both mirrors I didn't know where he was! That was tough keeping him behind, but it was good for the team."

Rowbottom's was the only Dynamics car to complete a lap as Shedden clashed with Ash Sutton (Motorbase Performance Ford Focus) on the opening corner and the resultant broken front-left suspension put him out of the race and condemned him to last on the race-two grid. Shedden would feature later in the day...

Behind Ingram came Jake Hill's MB Motorsport BMW 330e M Sport, quick but never able to make progress, and Sutton, who was another stuck in traffic.

Championship leader Cook, whose car had struggled for pace all day Saturday, was struggling again as his pace aped that of a snoozing slug, the Honda with no grunt out of corners and hence lacking momentum. A despondent Cook battled as best he could to 15th place, conscious that Ingram was outscoring him.

Race 2

You wait years for a BTCC win and then two come along at once. If Lloyd's fairy tale weekend wasn't good enough, a second win was around the corner – well, 18 laps' worth of them.

Again, Lloyd made a stonking start to lead to Clervaux while Ingram made a similar stormer to jump ahead of Rowbottom's Honda by Clervaux and then pulled Lloyd's race one move on Turkington on the outside at the Esses as the BMW again struggled with tyre temperatures.

And that, largely, was that as the two Hyundais ran nose to tail but yet edged away from Turkington. For Lloyd it was a perfect race: "That was unbelievable. We made some changes to the car so it was even better out at the back of the circuit but it wasn't easy with Tom behind me."

Ingram for his part was eager to win but not risk anything. "If it had been anyone else I wouldn't have been so patient," he said.

While Turkington salvaged third, and

the accompanying points, WSR stablemate Hill snatched fourth at the Esses late-race from Rowbottom whose Honda picked up a vibration, possibly from early contact. Rowbo survived to take fifth. Sutton bagged sixth ahead of Rory Butcher, the Scotsman's Speedworks Motorsport Toyota Corolla having been too stiff in its set-up for qualifying and was still a work in progress during the day. Satisfaction that the car didn't drop away was tempered by the knowledge that nor did it go forward, but more tweaks were planned for race three.

Behind the race-leading train, Cook was still trying to make progress and managed to haul his Civic from 15th to 11th. "We are still too slow in a straight line," explained Cook. "I am driving this car as hard as I can but it's just not quick enough. We've looked at the data and there is nothing obvious, but it is just like Oulton Park where we struggled for pace and don't know why. It means we are working the car and our tyres harder to try to stay in the mix." It was progress, but frustratingly minor, Cook's mood not helped by the man who chased him across the line, Gordon Shedden. Shedden, 12th at the flag, had started 28th.

For Shedden, though, a massive step had been taken given he had failed to complete a lap in the opening race and the reversed-grid draw, conducted by Lloyd, put the Scot on the finale's pole.

Race 3

If race two had been a processional affair, race three largely made up for it with some decent battling, especially in the first half of the race.

From pole, Shedden bolted into the lead on the run to Clervaux as Cook managed to slot in behind, in turn depriving Stephen Jelley's WSR BMW 330e M Sport of making progress from third on the grid.

As Jelley had to cope with the usual

opening-lap tyre-temperature travails, Butcher jumped ahead at Hawthorn and then tried to get past Cook at the Chicane but ran out of real estate and skipped across the escape road, rejoining ahead of the Honda. Butcher instantly did the right thing and slowed, allowing Cook to reclaim second place. As Cook defended from Butcher and Jelley, Shedden stormed away, happily building the gap lap after lap and pulling away to a 52nd career win. “I’ve no idea how race two came to me,” he said, “but I couldn’t have scripted it any better. I was so disappointed after race one, but that was a really good end to the weekend and the car felt great.”

Shedden was so relaxed about his pace but Cook had a harder task as Butcher was right with him in the early laps, in turn chased by Jelley. In a train akin to Formula 3, gaps rose and fell by a tenth here and there but never did Butcher nor Jelley look able to make a move, but equally nor could Cook pull away from them. Only on the rare occasions that Jelley closed on Butcher sufficiently to apply pressure did Cook edge away. “I didn’t see a podium coming today,” explained Cook. “That was hard work at the start of the race and it needed a qualifying stint to try to pull away from them so I had to really push hard and not make any mistakes.”

Butcher’s Corolla came alive and raced hard, the Scotsman’s third place making it a very tartan podium, as Jelley took fourth, the best of the BMWs ahead of Hill and Turkington. Seventh came Ingram, his race helped by others having problems allowing him to gain places when he didn’t have the pace to do so. First, Aiden Moffat’s Infiniti Q50 had a bonnet pin break and that resulted in the right-hand side peeling upwards in the wind. Eventually the scrutineers wanted the car in on safety grounds.

That was one place that Ingram gained and another would come a lap from home when Rowbottom slowed with a puncture and limped to the pits, a poor reward for a weekend that had started off so promisingly. That was enough to give Ingram a three-point cushion over Cook.

Dan Cammish took eighth place to round out a tough weekend in his Motorbase Ford Focus. Cammish did better in race three than team-mate Sutton who made contact with Tom Chilton (Excelr8 Hyundai i3 N0 approaching Clervaux on lap three. It was a big hit, side by side, and instantly broke the left rear on Sutton’s Ford Focus forcing a pitstop.

Chilton, meanwhile, came home ninth with Morgan 10th and double victor Lloyd in 11th.

The championship now takes its summer break and annual Snetterton test days but no doubt TOCA will have a mid-season review as well. Drivers are now praising the old success ballast as it gave a better chance of making up places and are calling for the hybrid power to make more of a difference. M Sport teams are feeling down on power and pointing at the upsurge in pace of Swindon’s engine in the Hyundais, but there is a feeling that the racing is largely cleaner in the new hybrid era.

The second half of the season will be fascinating, but right now it looks as though it is an Ingram-vs-Cook battle with two teams with relatively short histories taking charge. Yet with Turkington just a further nine points back, this isn’t over yet.



Champ Sutton’s race three was ruined by some suspension damage



Hyundai man Tom Ingram now sits on top of the points table

SUPPORT RACES

The Mini Challenge Trophy attracts some of the largest entries in UK motorsport and yet, despite having plenty of rivals, Nelson King is making it look easy. He took his tally to seven wins from eight races at Croft – but had a fight on his hands for his latest victories.

He had to resist pressure from Graves Motorsport team-mate Nicky Taylor in the opener before then battling without ABS, and Tom Ovenden came within 0.015 seconds of denying King another crown. “I’ve never had to work as hard for a win,” King said.

Starting fourth for race two proved to be no barrier for further King success. He emerged second out of Tower after running three abreast with Ovenden and Joe Wiggin. King then shot up the inside of Matt Hammond at the hairpin on an opportunistic opening lap to win again.

Elsewhere, Ginetta Junior was frenetic. Title contenders Harri Reynolds, Josh Rowledge and Will Macintyre had a tremendous tussle in the first race – but their battling allowed Sonny Smith to close.

And, sure enough, it was Smith who prevailed for R Racing after

Rowledge attempted to grab the advantage at Tower on the last lap and delayed the leaders. Macintyre (Elite Motorsport) then narrowly defeated Rowledge in a calmer race two.

After a dull opener, won from pole by Argenti’s Aiden Neate, British Formula 4 came to life in an eventful race two. Hitech driver Alex Dunne was permitted to change his engine and put his new motor to good use, beating Joseph Loake by 4.3s.

Neate massively jumped the finale’s start, but this was soon red-flagged after a heavy crash at Tower for Joel Pearson. Oliver Gray was the driver on the move on the restart, the Carlin racer impressively passing Louis Sharp at Tower and then Oliver Stewart through the Esses to secure the spoils.

A clumsy attempted move from Harry Foster on Steve Roberts handed Matthew Armstrong the opening Porsche Sprint Challenge GB victory, before Armstrong resisted Roberts’s attacks in race two.

Harley Haughton was another driver to enjoy double delight as he continued his strong Ginetta GT5 Challenge form from Thruxton.

Stephen Lickorish

■ **Mini Challenge Trophy**
Races 1 & 2: Nelson King (Graves Motorsport)

■ **British Formula 4**
Race 1: Aiden Neate (Argenti Motorsport);
Race 2: Alex Dunne (Hitech GP);
Race 3: Oliver Gray (Carlin)

■ **Porsche Spring Challenge GB**
Races 1 & 2: Matthew Armstrong (Team Parker Racing)

■ **Ginetta GT5 Challenge**
Races 1 & 2: Harley Haughton (Elite Motorsport)



Aiden Neate won an uneventful opener for British F4 runners



Gordon Shedden bounced back with a race-three triumph

RESULTS

BTCC Croft

Round 13

Laps: 18 Track: windy, overcast but dry

	DRIVER	TEAM/CAR	TIME
1	Dan Lloyd (9)	Excelr8 Motorsport Hyundai i30 N	28m10.977s
2	Colin Turkington (4)	WSR BMW 330e M Sport	+0.377s
3	Daniel Rowbottom	Team Dynamics Honda Civic Type R	+0.820s
4	Tom Ingram (2)	Excelr8 Motorsport Hyundai i30 N	+1.167s
5	Jake Hill (5)	MB Motorsport BMW 330e M Sport	+2.209s
6	Ash Sutton (3)	Motorbase Performance Ford Focus ST	+2.734s
7	Rory Butcher (7)	Speedworks Motorsport Toyota Corolla	+3.447s
8	Aiden Moffat	Laser Tools Racing Infiniti Q50	+3.747s
9	George Gamble	Ciceley Motorsport BMW 330e M Sport	+4.345s
10	Tom Chilton	Excelr8 Motorsport Hyundai i30 N	+5.394s

11 Stephen Jelley (WSR BMW 330e M Sport) +5.669s; 12 Bobby Thompson (Team Hard Cupra R) +6.362s; 13 Dan Cammish (10) (Motorbase Performance Ford Focus ST) 6.774s; 14 James Gornall (Excelr8 Motorsport Hyundai i30 N) +7.395; 15 Josh Cook (1) (BTC Racing Honda Civic Type R) +7.899s; 16 Michael Crees (Power Maxed Racing Vauxhall Astra) +8.949s; 17 Jason Plato (BTC Racing Honda Civic Type R) +10.105s; 18 Ash Hand (Power Maxed Racing Vauxhall Astra) +8.949s; 19 Adam Morgan (8) (Ciceley Motorsport BMW 330e M Sport) 11.008s; 20 Dexter Patterson (Laser Tools Racing Infiniti Q50) +11.181s; 21 Sam Osborne (Motorbase Performance Ford Focus ST) 13.436s; 22 Jade Edwards (BTC Racing Honda Civic Type R) 14.265s; 23 Nic Hamilton (Team Hard Cupra R) 15.687s; 24 Ricky Collard (Speedworks Motorsport Toyota Corolla) -1 lap; R Aron Taylor-Smith (Team Hard Cupra R) 12 laps/crash; R Will Powell (Team Hard Cupra R) 11 laps/puncture; R Ollie Jackson (Motorbase Performance Ford Focus ST) 1 lap/crash. R Gordon Shedden (6) (Team Dynamics Honda Civic Type R) 1 lap/suspension damage. **Pole position:** Turkington 1m21.468s (92.80mph). **Winner's average speed:** 80.48mph. **Fastest lap:** Ingram 1m22.327s (91.83mph). **Lap leaders:** Lloyd 1-18.

Round 14: 18 laps Track: dry

	DRIVER	TIME
1	Lloyd (1)	26m55.725s
2	Ingram (4)	+0.634s
3	Turkington (2)	+1.156s
4	Hill (5)	+2.490s
5	Rowbottom (3)	+4.586s
6	Sutton (6)	+5.516s
7	Butcher (7)	+6.719s
8	Moffat (8)	+9.905s
9	Chilton (10)	+11.442s
10	Jelley	+11.842s

11 Cook +12.457s; 12 Shedden +12.883s; 13 Cammish +14.394s; 14 Thompson +14.766s; 15 Morgan +15.075s; 16 Hand +17.864s; 17 Plato +21.244s; 18 Patterson +23.409s; 19 Osborne +25.003s; 20 Jackson +26.004s; 21 Taylor-Smith +26.572s; 22 Hamilton +31.676s; 23 Edwards +32.529s; 24 Powell +40.882s; 25 Collard -2 laps; R Gamble (9) 16 laps/transmission; R Gornall 3 laps/suspension - crash; R Crees 3 laps/suspension damage. **Winner's average speed:** 84.22mph. **Fastest lap:** Ingram 1m21.862s (92.35mph). **Lap leaders:** Lloyd 1-18.

Round 15: 15 laps Track: dry

	DRIVER	TIME
1	Shedden	20m52.233s
2	Cook	+2.528s
3	Butcher (7)	+3.251s
4	Jelley (10)	+3.837s
5	Hill (4)	+4.093s
6	Turkington (3)	+4.404s
7	Ingram (2)	+10.404s
8	Cammish	+12.865s
9	Chilton (9)	+13.472s
10	Morgan	+13.943s

11 Lloyd (1) +14.294s; 12 Thompson +15.129s; 13 Hand +16.181s; 14 Plato +20.008s; 15 Jackson +24.315s; 16 Patterson +24.446s; 17 Gornall +25.442s; 18 Collard +25.879s; 19 Gamble +26.361s; 20 Osborne +27.128s; 21 Hamilton +32.553s; 22 Powell -1 lap; R Rowbottom (5) 14 laps/puncture; R Taylor-Smith 13 laps/puncture; NC Edwards 12 laps/exhaust; NC Sutton (6) 11 laps; R Crees 10 laps/puncture - damage; R Moffat (8) 7 laps/damage. **Winner's average speed:** 90.56mph. **Fastest lap:** Shedden 1m22.165s (92.01mph). **Lap leaders:** Shedden

Laps without hybrid: (1) = 10; (2) = 9; (3) = 8; (4) = 7; (5) = 6; (6) = 5; (7) = 4; (8) = 3; (9) = 2; (10) = 1; all others have full usage

Drivers standings

POS	DRIVER	POINTS
1	Tom Ingram	195
2	Josh Cook	192
3	Colin Turkington	183
4	Ash Sutton	171
5	Jake Hill	154
6	Rory Butcher	137
7	Gordon Shedden	132
8	Dan Lloyd	131
9	Adam Morgan	101
10	Dan Rowbottom	90

11 Dan Cammish 86; 12 Stephen Jelley 77; 13 Bobby Thompson 56; 14 George Gamble 54; 15 Aiden Moffat 45; 16 Tom Chilton 44; 17 Jason Plato 36; 18 Ash Hand 34; 19 Michael Crees 27; 20 Aron Taylor-Smith 23; 21 Ricky Collard 22; 22 Ollie Jackson 9; 23 James Gornall 2; 24 Dexter Patterson 1; 25 Sam Osborne 1; 26 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Cook	269
2	Morgan	199
3	Thompson	186
4	Gamble	160
5	Moffat	158
6	Plato	147
7	Hand	132
8	Taylor-Smith	129
9	Crees	120
10	Patterson	88

11 Edwards 85; 12 Nic Hamilton 78; 13 Will Powell 43; 14 Rick Parfitt 40.

fastford
THE UK'S NUMBER ONE FORD TUNING MAGAZINE

SUBSCRIBE AND SAVE

YOUR LIMITED TIME SUBSCRIPTION OFFER

UK DIRECT DEBIT SUBSCRIPTION OFFER!



TRY A SUBSCRIPTION TODAY
PAY JUST £23.99
FOR 6 ISSUES

*Fast Ford publishes 13 issues per year, annual subscriptions also available. Other UK offers and overseas postage also available. For full details visit shop.kelsey.co.uk/FTF

VISIT: shop.kelsey.co.uk/FTF22HA
OR CALL OUR SUBSCRIPTIONS TEAM
AND QUOTE FTF22HA

01959 543 747 Hotline open: Mon-Fri 8:30am-5:30pm

FEATURE

HOW NEW OWNER INTENDS TO REIGNITE LOLA'S RACING PASSION

Till Bechtolsheimer has ambitious plans after taking over iconic British firm. By **Sam Smith**

The news that Lola will enter a third ownership since it was founded by Eric Broadley in 1958 has been met with positive surprise by the motorsport industry.

That's because after the company went into administration in May 2012, it essentially lay dormant for a decade until before Till Bechtolsheimer acquired the rights to the brand name and all other assets.

Those will include the Lola Technical Centre in Huntingdon on the site of the former headquarters that was originally constructed by Eric Broadley when he moved the company from Slough to the Cambridgeshire market town in late 1970.

Bechtolsheimer said that his immediate plans are for "substantial upgrades to the Lola Technical Centre, in particular the windtunnel, and are actively working towards our first project to put new Lolas back on track."

Motorsport News understands that former Red Bull Racing, Williams and McLaren aerodynamicist Chris Saunders will be working on the Lola tunnel, which he was part of the founding team of when it was commissioned in 1998.

A new tech team is already starting to form with ex-HWA and AER chief technical officer Michael Wilson having joined the company earlier this year.

The goals and objectives have been laid down in the period from the completion of the deal at the beginning of 2022 to the announcement of the new ownership that was made last Friday.

When quizzed on the details of those aims, Bechtolsheimer stated to Motorsport News that the overarching goal is to "bring Lola back to a former a former version of itself."

"We want to bring Lola back as a design and engineering force in modern motorsports," he says. "I understand that it's going to be a long process to achieve it but that's the stated goal, we want to make Lola relevant once again in modern motorsport and bring it back to the forefront of design and engineering capabilities."

The new Lola is already up and running then but when will the world get details of the specific programmes that the famous yellow-and-blue logo will land on? "There are a number of exciting conversations ongoing and some exciting projects that we're already working on," says Bechtolsheimer.

"None of those are really ready for public consumption yet because they're still not fully baked. But my hope is to have a 'halo project' for Lola that we can talk about in the not too distant future.

"We are working on exciting projects"

Till Bechtolsheimer



Bechtolsheimer has a passion for Lola cars

"What's important for me with that first programme is to have a project that can help us rebuild around that, so to staff up with talented people, build out the infrastructure that's going to be required and use that initial deal in that way."

Part of Bechtolsheimer's vision for the new-look Lola will also incorporate new energy projects in the future. He is already understood to have met with key motorsport industry figures and with senior team owners in Formula E, which is also known to be an area of interest for the company.

Lola was one of the first motorsport companies to get involved in EV technology when it combined with the Drayson Racing all-electric LMP car in 2011.

"I have built a career investing in energy efficiency and see motorsport playing a significant role in the innovation and testing of new solutions," says Bechtolsheimer. "Through Lola, we hope to develop and provide investment for some of these solutions, and new energy projects in racing are very

high on the agenda at present."

As well looking to the future, Bechtolsheimer is also fully aware of Lola's glittering heritage. Indeed, he recently bought a Mk1 Lola, the very first design that was productionised by founder Broadley in 1958.

"When I fell in love with racing as a kid in the 1980s Lola was in one of its halcyon periods in CART, F3000 and even F1 with Larousse," he says. "A lot of those cars are still racing around the world in various guises, so the brand was still represented in the best way while it was away as a going concern."

"To me this imparts a really interesting dynamic because when you think about it there aren't many racing brands that were racing in the 1950s that are still around and racing today. That heritage breeds a pride which I think partners and fellow manufacturers understand, respect and are attracted to themselves."

The outgoing custodians of Lola, the Birrane family, summed up this notion nicely as the handing over from the Birranes to the new owner was formalised last week.

"We are very pleased that the Lola brand is in the ownership of a businessman and racer who will write the next chapter for this long-established British motor racing icon," says Amanda Birrane the Chairman of Peer Group plc, the Birrane family Property Company based in London. "My father would be delighted to see Lola back in competitive motorsport and especially back at Le Mans. We wish Till every success." ■



The Lola Mk1 at Le Mans in 1960

Photos: Motorsport Images, Lola Cars



New owner runs in sports cars in the States

Why Bechtolsheimer is following a great tradition

A businessman and racer running Lola. We've read that before haven't we...

In 1997 after the Eric Broadley-fronted Lola Cars company hit financial hardship following the infamous venture in to Formula 1, well-known touring car and all-round brawny sportscar racer, Martin Birrane, took over at the helm.

He went on to reinvigorate the Cambridgeshire-based company and bring CART title success in 2002 with Newman Haas, a deal to provide cars for the A1 GP series and five LMP2 class successes between 2000 and 2007.

His successor, Till Bechtolsheimer, is the founder of New York-based investment firm, Arosa Capital, specialising in energy efficiency and renewables, including emerging technologies in the transport and automotive space.

Like Birrane, the US-based Brit is an accomplished historic racer, with class wins at Monaco Historic and Silverstone Classic to his name.

Since 2020, he has competed in IMSA competition with a best result to date being a third place at the Detroit Belle Isle last year. This year, his focus is on the IMSA Endurance Championship in a Gradient Racing-run Acura GT3.

The racing passion has also led to him competing at the Pikes Peak International Hill Climb and off-road in the 2021 Baja 1000.



Nigel Mansell took the title in IndyCar in his Newman Haas machine



Lola and da Matta won CART in 2002



Lola's iconic T70 sportscar

FEATURE

THE MEN WHO WILL FIGHT FOR FORMULA 1'S BATTLE OF BRITAIN

James Roberts gives you the ultimate form guide for Silverstone this weekend

What is it about the British Grand Prix you most look forward to? Finding another ice-cold beer in the cooler box you're standing on? Unzipping the tent to hear practice for the support races has started, while Radio Silverstone is playing hits from the 1980s? Is it smelling the fried onions, while queuing for a burger, proudly wearing your retro Jordan merchandise from the late '90s? Or perhaps it's the sight and sound of Formula 1 cars flying through Copse, Maggotts and Becketts at speeds of over 170mph surrounded by a sea of flags in support of our local heroes? Whatever your reason for loving Silverstone, the drivers adore it too. Not only do they speak of the energy they get from the enthusiastic capacity crowd, they also relish the thrill of tackling some of the most challenging bits of Tarmac anywhere in the world. Twenty drivers in 10 teams go into battle on this former RAF airfield this coming weekend. We consider their chances based on their season so far...

1 RED BULL



Car: Red Bull RB18
Constructors position: 1st
Points: 304

Max Verstappen (NLD)
Number: 1
Championship position: 1st Points: 175 Wins: 6

Sergio Perez (MEX)
Number: 11
Championship position: 2nd Points: 129 Wins: 1

The question everyone is asking: are we going Dutch again this year? Max Verstappen (below) heads to the UK leading the championship by 14 points more than he had at this stage last season. The World champ has won six of the first nine races, including the two most recent GPs in Baku and Montreal. In 2022 his closest challenger is team-mate Sergio Perez, who he has an advantage of 46 points over. As the form driver going into the British Grand Prix, it would be difficult to bet against the Red Bull ace. But the Achilles Heel of this team – as Checo discovered in Canada – is unreliability. Max himself failed to finish in two of the first three races with a fuel system issue. Perez has proved to be a much stronger team-mate than many of Verstappen's predecessors and a big swing of points towards the Mexican could place the team in a potentially awkward position. It wasn't that many years ago that a Red Bull intra-team fight was played out at Silverstone, with Mark "not bad for a number two driver" Webber beating Sebastian Vettel here in 2010.



2 FERRARI



Car: Ferrari F1-75
Constructors position: 2nd
Points: 228

Charles Leclerc (MCO)
Number: 16
Championship position: 3rd Points: 126 Wins: 2

Carlos Sainz (ESP)
Number: 55
Championship position: 5th Points: 102 Best finish: 2nd

If Red Bull has suffered with reliability, it hasn't been in the same ballpark as Ferrari. With arguably the fastest car on the grid — thanks, ironically, to its revised power unit — the Italian team has thrown away valuable points with numerous non-finishes so far this season. After round three in Australia, it looked as though Charles Leclerc (right) would run away with this year's championship. He enjoyed a 34-point lead over George Russell at the top of the standings. And with six poles from nine races, he continues to have the speed to fight for the crown. But the engine failures in Spain and Baku – in addition to the rain in Monaco – have put a huge dent in the Monegasque's points tally. A back-of-the-grid penalty for extra engine components used last time out in Canada additionally put Leclerc on the



back foot. But for many perched on the Silverstone banks, they will be hoping he'll be able to resume his wheel-to-wheel duel with his old rival Verstappen this weekend. And at least his team-mate Carlos Sainz has started to keep his car pointing forward, rather than sideways or on gravel – which his old man was famous for.

3 MERCEDES

At the time of writing, the odds of Lewis Hamilton winning the British Grand Prix have shortened to 14/1 thanks to his impressive podium last time out in Canada. It's been a tough opening to 2022 for the seven-time World champion. Despite a podium at the season opener in Bahrain, the subsequent tracks were extremely troublesome for the W13. Perhaps

more than any other car the Mercedes has struggled with violent porpoising – the impact of ground effect aerodynamics causing the floor to repetitively compress to the track surface and spring up again. This was particularly bad in Baku in Azerbaijan and after the race, Hamilton gingerly stepped out of his car due to the

pain inflicted to his back and spine. As a result, the FIA have stepped in to consider the impact on the drivers' welfare, to try and ease the bouncing. Hamilton's new team-mate George Russell has fared better and so far has established a remarkable run of consistency. He has finished all nine races, no lower than fifth, including three podiums in Melbourne, Barcelona and Baku.

Car: Mercedes W13
Championship position: 3rd
Points: 188

Lewis Hamilton (GBR)
Number: 44
Championship position: 6th Points: 77 Best finish: 3rd

George Russell (GBR)
Number: 63
Championship position: 4th Points: 111 Best finish: 3rd



4 MCLAREN



Car: McLaren MCL36
Championship position: 4th
Points: 65

Daniel Ricciardo (AUS)
Number: 3
Championship position: 13th
Points: 15
Best finish: 6th

Lando Norris (GBR)
Number: 4
Championship position: 7th
Points: 50
Best finish: 3rd

It's been an odd start to 2022 for McLaren. The opening race in Bahrain was a disaster. An issue with overheating brakes cost them dearly and both Daniel Ricciardo and Lando Norris finished 14th and 15th respectively. And yet, just three races later, Norris was celebrating a podium at Imola... At Monaco, the young British driver qualified fifth, but in Canada could manage no higher than 14th. It's the inconsistency

that frustrates engineers as the problem solving becomes a more complex puzzle. In the midst of that, Norris suffered badly from tonsillitis that affected his Spanish Grand Prix weekend and preparations for Monaco. He will be ramped up to perform in front of his home crowd – so be sure to give him your utmost support. And team-mate Ricciardo could do with a metaphorical arm around him too...

5 ALPINE



Car: Alpine A523
Championship position: 5th
Points: 57

Fernando Alonso (ESP)
Number: 14
Championship position: 10th
Points: 18
Best finish: 7th

Esteban Ocon (FRA)
Number: 31
Championship position: 9th
Points: 39
Best finish: 6th

Photos: Motorsport Images

Can you remember what you were doing in August 2003? Clue: a month earlier race invader Neil Horan had come very close to meeting his maker, while Europe was gripped by an intense heatwave. The F1 circus had moved on to Budapest – and remarkably – only three races

remained in that year's 16-race schedule. The reason for testing your memory is because at that race, 19 years ago, Fernando Alonso (right) took his first grand prix victory to become the youngest F1 race winner (at 22 years and 26 days). The Spaniard will turn 41

next month and shows no sign of slowing down – having planted his Alpine on the front row of the grid in Canada. After securing his first win in 2003, Alonso amassed another 31, but hasn't stood on the top step of the podium since the 2013 Spanish GP – 183 races ago.



6 ALFA ROMEO



Car: Alfa Romeo C42
Championship position: 6th
Points: 51

Zhou Guanyu (CHN)
Number: 24
Championship position: 16th
Points: 5
Best finish: 8th

Valtteri Bottas (FIN)
Number: 77
Championship position: 8th
Points: 46
Best finish: 5th

Traditionally, the odds are long on Valtteri Bottas (right) outqualifying Lewis Hamilton. But that was when they were team-mates. They were even longer at the beginning of this year with the Finn driving for Alfa. But remarkably, Bottas has

started higher on the grid than Hamilton in a third of all of the races so far this year. And on three occasions they have lined up next to each other. In Miami fifth-placed Bottas was 0.15s ahead of the seven-time champion and at the next race in Spain, he was

just 0.096s behind... What chances of the same happening again at Silverstone? Unlikely, but the Swiss-run team has impressed on occasions this year and Bottas could yet again be a thorn in Hamilton's side.



7 ALPHATAURI



Car: AlphaTauri AT03
Championship position: 7th
Points: 27

Pierre Gasly (FRA)
Number: 10
Championship position: 11th
Points: 16
Best finish: 5th

Yuki Tsunoda (JPN)
Number: 22
Championship position: 15th
Points: 11
Best finish: 7th

In a remarkably honest self-assessment, Japanese racer Yuki Tsunoda said to an Italian publication last winter that he was a "lazy b*stard" and added he would return home after training and play videos games. In stepped no-nonsense team boss Franz Tost who demanded Yuki leave his English home and move closer to the team's Faenza base in Italy.

The upshot? Certainly fewer shunts for the AlphaTauri spares department to worry about. Accompanied by the likeable Frenchman Pierre Gasly, the sister Red Bull team should be there or thereabouts at Silverstone. The bigger question is whether Tsunoda will be allowed to play the brand new F1 2022 game when he gets home...

8 ASTON MARTIN



Car: Aston Martin AMR22
Championship position: 8th
Points: 16

Sebastian Vettel (DEU)
Number: 5
Championship position: 14th
Points: 13
Best finish: 6th

Lance Stroll (CAN)
Number: 18
Championship position: 18th
Points: 3
Best finish: 10th

There is an initiative in Formula 1, which is effectively a 'show-and-tell' session in which each car is presented in the pitlane on a Friday lunchtime and the teams provide information about their updates. Normally, they pass without much fanfare, but at this year's Spanish Grand Prix, all the chatter was about the Aston Martin. Rather than just a few updates, the revised AMR22 was effectively a new car. Even the most casual

onlooker could see the similarity with the Red Bull RB18, just a few garages down. But the key question is has it made much difference in performance? Prior to Spain, Vettel failed to qualify higher than 13th and yet since Barcelona he has twice started inside the top 10. So far, so good. In contrast, Lance Stroll's average starting position on the grid before Barcelona was 15th. With the new car it has been...17th.

9 HAAS



Car: Haas VF-22
Championship position: 9th
Points: 15

Kevin Magnussen (DNK)
Number: 20
Championship position: 12th
Points: 15
Best finish: 5th

Mick Schumacher (DEU)
Number: 47
Championship position: 19th
Points: 0
Best finish: 11th

The Netflix Drive to Survive streaming show has had a big influence on Formula 1. Whether you like the series or not, you can't deny it has had an impact in building a new audience, particularly in the US, and making stars out of characters like Haas team boss Gunther Steiner. In addition, it has managed to get to places you wouldn't normally see. It reveals frictions and issues that PR

folk do their best to hide. Last season's episode on Haas and the dealings between the team and the (recently departed) Nitika Mazepin family is genuinely chilling. It explains why the team is transformed with the exit of the Russians this year. It's now a happy place. And the welcome return of Kevin Magnussen has proved what a quick driver can deliver to a team.

10 WILLIAMS



Car: Williams FW44
Championship position: 10th
Points: 3

Nicholas Latifi (CAN)
Number: 6
Championship position: 21st
Points: 0
Best finish: 14th

Alex Albon (THA)
Number: 23
Championship position: 17th
Points: 3
Best finish: 9th

For older generations of Formula 1 fans, it must be difficult to see Williams as the underdog. For many years they came to the British Grand Prix and dominated races, but now will struggle to escape Q1 in qualifying. But while the Williams family are no longer involved, the team still retains that good-natured vibe. It might have something to do with having arguably the nicest line-up of drivers on the grid.

Alex Albon is rebuilding his career in the wake of his departure from Red Bull Racing, while Nicholas Latifi trying his hardest to keep up. It been a struggle for the Canadian and question marks over his future at the team are starting to emerge. For fans of Williams and its great history, a top 10 result in its home race would be a fitting feel-good story come Sunday afternoon. ■

GOODWOOD FESTIVAL

RECORD-BREAKING GOODWOOD FESTIVAL OF SPEED PULLS OUT THE RACING STOPS

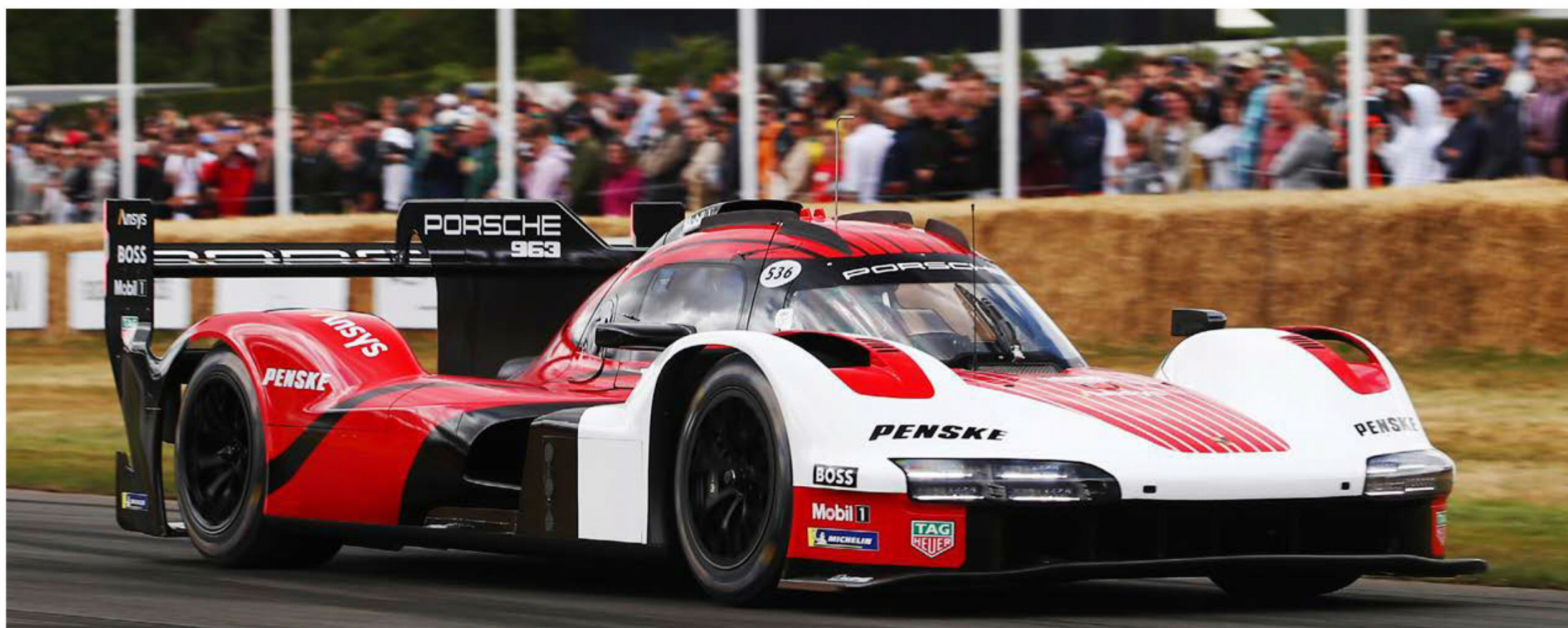
Bruce Jones guides us through the cars and stars who turned heads

The Goodwood Festival of Speed was its usual heady mixture of exquisite competition machinery and competitive people.

It was hard to know where to look next as Nigel Mansell was reunited with his 1992 title-winning Williams-Renault FW14B but also got to sample one driven by his hero, trying Jim Clark's Lotus 25.

For the lump-in-the-throat moment, however, nothing could top the sight of Wayne Rainey, paralysed from the chest down since crashing when heading for a fourth 500cc World title in 1993, being back on his Yamaha YZR500 for the first time in 29 years, blasting up the hill trailed by a phalanx of his rivals.

Then, almost moving into another dimension, Max Chilton shattered the hill record in the McMurtry Speirling, a made-for-purpose hillclimb machine that looks like a shrunken Batmobile. It not only accelerated like a rocket but was pinned to the ground by two fans beneath it.



Porsche 963 LMDh

The face of top-level prototype racing is set to be transformed, with the FIA World Endurance Championship and IMSA series in the USA set for an influx of manufacturer involvement

in the top Hypercar class.

BMW's challenger was on show as the highest-mounted of five cars on Gerry Judah's remarkable sculpture in front of Goodwood House. Then Porsche played its hand, showing its

sleek-looking 963 without camouflage for the first time at the foot of the hill at the close of play on Friday before Dane Cameron gave it its first blast in public. It's not just a factory effort though as, like in the Group C days, Porsche also wants

privateer teams to run 963s, and two showed their hands within the next 24 hours, with JDC-Miller announcing its IMSA plans with one and Jota looking to the WEC for the next three years with backing from Hertz and Singer.



Williams FW14B

Nigel Mansell's 'Red Five', the car in which he won nine grands prix in 1992 to steamroller the opposition, was a magnetic draw at the Festival of Speed.

He gave the tech-laden Williams-Renault FW14B a blast on Sunday. Clearly pleased to be back aboard, he was enthusiastic when interviewed in the top paddock, saying: "It feels as though it was only yesterday that I was racing this amazing car. It just felt right. I know that some of the teams are having trouble at the moment. If so, they could give me a call..."

The tone changed when he returned to Goodwood House for an interview on the balcony. "It feels as though I've just won the British GP," quipped Nigel as he soaked up the adulation. "I want to thank everyone, all of you, from the team to the fans, for helping to make that championship happen."



Yamaha YZR500

One of the most emotional moments of recent Festivals came when Wayne Rainey was reunited with the bike that he was riding in 1993 when, heading towards a fourth consecutive 500cc World title, he crashed at Misano. This left him paralysed

from the chest down.

Showing extraordinary fortitude, the American rode it again for the first time in 29 years, being lowered into the saddle and getting the feel of the bike by leaning his chest on padding on the tank. Flanked by mentor and rival Kenny Roberts, he

was applauded the length of the climb. By Friday, his entourage included Mick Doohan and Kevin Schwantz, with Dani Pedrosa joining them on Saturday, by which time Wayne's confidence had grown to the point that he pulled a wheelie as he left the startline.

McMurtry Speirling

The speed of the McMurtry Speirling left onlookers gasping and even superlatives weren't enough to describe the shattering speed this upright and narrow car displayed on the hillclimb.

With two tons of downforce achieved even when stationary thanks to its pair of fans powered by its 60kWh battery, the car combined rocket acceleration with cornering capabilities that made it look as though it was a CGI image projected onto the Sussex landscape. The hill record stood at 41.6 seconds, set by Nick Heidfeld in a Formula 1 McLaren in 1999. This was bettered by Romain Dumas last year in the VW ID.R, going under 40s, but not in a competitive run.

To show its hand, hillclimber Alex Summers did a 40.04s on Saturday before regular driver Max Chilton took over the

Photos: Goodwood, Motorsport Images



Speirling and beat that on Sunday morning. Then, tightening his belts, Max Chilton topped the shoot-out to leave the mark at an incredible 39.08s.



Brabham-BMW BT52

BMW celebrated 50 years of its M division and the array of cars proved what a rich history the Munich manufacturer has built for itself, from the 3.0 CSL 'Batmobile' to the M3 30 DTM to the Long-Tail McLaren F1 GTR for which its supplied the engines.

However, many fans have a particular affection for the flame-spitting Brabham BT52 of F1's extreme turbo era of the early 1980s. Racer-turned-commentator Karun Chandhok jumped at the chance to drive one of the cars that inspired him as a child and was suitably impressed with the car that Nelson Piquet used to land the 1983 Formula 1 title, saying "This was the first turbo car of that period that I have tried and it was amazing with its prodigious amount of horsepower, although it is nothing, nothing and then whoosh. It really gave me a feel of what Nelson experienced on the way to his second title."

Ford Pro Electric Supervan

The sheets were pulled off the fourth-generation Ford Supervan at noon on Thursday, but it could not be more different to its illustrious forerunners if it tried.

No more is there an F1 engine fitted, but instead an electric motor at each corner. The power is equivalent to 2000bhp and so the driver most suited to this was Romain Dumas who had slain all before him when tackling Pikes Peak in Volkswagen's ID.R. The Frenchman took to it with alacrity, saying: "I only drove it for the first time on Wednesday and there's a lot of power, so my first task was to work out how to use it, but it is really cool for Ford to bring this. We changed the springs as I wanted to feel confident enough to push." Only the McMurtry Speirling could better it. Still, first in the van class was not to be sniffed at...



Subaru Gymkhana Family Huckster

The Subaru Family Huckster is the latest weapon in the extreme series of Gymkhana weapons.

We have become accustomed to seeing Ken Block throwing these radical cars around but now it's the turn of Travis Pastrana in a bodyshape from long ago, this time a slab-sided 1980s estate car, Subaru's GL Wagon.

Obviously, the carbonfibre body shell is filled with trickery that give it the performance that would, apart from the incursion of new world electric-powered machinery, have been a serious challenger on the hillclimb. With 862bhp under his right foot from its far from standard Subaru flat-four engine, a six-speed sequential gearbox and rally suspension plus more than a little assistance in roadholding from its active rear wing and flip-up air brakes, the American rally driver was fastest of all on the Thursday, but then his electric rivals turned up the wick and all he could was give chase.

Ferrari 365 GTB/4 Competizione

Ferrari was celebrating its illustrious 75-year history with a stunning range of cars and one that caught the eye was its 365 GTB/4 Competizione that was guided up the hillclimb course by Derek Bell.

Entered for the Le Mans 24 Hours in 1972 in a red, white and blue livery by sportscar racer turned French Ferrari importer Charles Pozzi, this glorious car looked brilliant in its far from pristine condition, bodywork bearing the honest patina of a car that wasn't given a polish after its final race outing. Running in the race dominated by the Matra prototypes, this 365 GTB/4 finished fifth and overall first in the GT class in the hands of Jean-Claude Andruet and Claude Ballot-Lena, beating



a similar car entered by NART for Tony Adamowicz and Sam Posey by two laps. The car went on to win the Tour de France for Andruet and 'Biche' three months later.

McLaren Artura GT4

McLaren is to replace its 570S GT4 challenger with a competition model based on its new Artura.

Development driver Rob Bell has been working on it since last autumn and is more than happy with progress as it's prepared for release. Stripped of the hybrid elements used in the road-going Artura, the racer goes into battle with a twin-turbo V6 fitted with Bosch engine control rather than the V8 used by its predecessor, and is more powerful as it offers 585PS. Bell has worked hard to make it driver-friendly, to give it



the predictable to make it attractive to less experienced drivers and commented that the level of GT4 performance is now close to that of GT3 racers a decade ago in every department. The Artura GT4 headed straight from the Festival to Portugal for a 30-hour endurance test at the Algarve International Circuit.



Aston Martin Bulldog

Aston Martin was in a parlous financial state in the 1970s and so it looked to reinvigorate its fortunes with its ambitious Bulldog supercar launched in 1980.

Its first aim was to become the fastest production car in the world, something that ought to have been possible with its aerodynamic shape and power from its twin-turbocharged 5.3-litre V8 engine, with a claimed performance of 237mph. The car's second aim was a production run of 15-25 cars. However, it proved too expensive to proceed and incoming chairman Victor Gauntlett decided to scrap the project, so only one was ever built. After four decades in which it has seldom been seen, it made a return at Goodwood, brought by Victor's son Richard. The Bulldog's still futuristic looks designed by William Towns had the same effect it did 42 years ago, its gullwing doors and sheer period bravado delighting.

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: BRSCC BY MARK LIBBETER

JUNE 25-26

FENWICK TAKES A TRIPLE TO TAKE CONTROL

Fraser Fenwick claimed a memorable hat-trick at Brands Hatch last weekend to strengthen his position at the top of the Mazda MX-5 Championship standings.

Having qualified on pole, Fenwick dominated race one from lights-to-flag, though he had to maintain his concentration throughout to keep both Steve Foden and Adam Sparrow at bay.

Fenwick produced a very similar performance to win race two, while Sparrow took the runner-up spot after getting ahead of Foden at Paddock on lap seven of 21. Mike Comber came home third ahead of Foden, the latter recovering after an earlier trip through the Paddock Hill gravel had dropped him down the order.

Foden made the best start from the outside of row two to lead the early stages of race three, but Fenwick fought his way back to the front by Paddock on lap four and was never headed thereafter.

Despite falling to fourth by lap three of the opening MX-5 SuperCup race after starting from pole, Colin Bysouth quickly recovered his composure to claim the spoils ahead of Aidan Hills and Rob Boston, the latter making a guest appearance in the series.

The second contest was interrupted by a race stoppage after repairs to barriers on the inside of Paddock were required following a shunt for Alex Jones.



Fenwick had to fight for race three MX-5 win

Bysouth proved unbeatable again when the race resumed as he led home John Langridge and Patrick Fletcher.

Two off-track excursions and a clash with Leigh Britten ruined any hopes Bysouth had of completing a hat-trick in the third encounter. Hills seized his chance to seal victory in the event after getting the better of Will Blackwell-Chambers at Druids, while Fletcher edged Boston for third following a breathless race.

Matt Fletcher endured an eventful time in the MX-5 Clubman double-header as he

looked to extend his series lead. He came third on the road in race one, but a jumped-start penalty relegated him to fifth. In race two, Fletcher had to fight his way back through to fifth again after being forced wide on to the grass exiting Druids on the opening lap and losing several positions. His dramas helped Chris Dawkins take a double success following a faultless performance, while Declan McDonnell claimed a pair of useful second place finishes.

GCI Racing pair Ian Wood and Craig Butterworth finished second for the fourth time in

succession in the Fun Cup Endurance race, but the result could have been better had leader Butterworth not been spun around by tailender Sam Smeeth in the Greensall Motorsport entry at Clearways in the closing laps.

Stobart Sport, with Colin Kingsnorth and Richard Webb at the wheel, picked up the pieces to snatch the win having featured close to the top three for much of the four-hour race. Third place was taken by PLR Racing (Neil Plimmer/Ben Pitch) but reigning champion UVio/Hofmann suffered frustration when its Lotus



Adrian Bradley took a comfortable Classics victory

lost drive which caused it to be stranded out on track at Graham Hill Bend, losing it any chance of adding to its earlier-season successes.

Adrian Bradley was the winner of the opening Classic and Modern Motorsport contest aboard his BMW E46 M3 ahead of Nick Sutton's Mitsubishi Evo X. Alex Sidwell used the brute force of his V8 Holden Commodore to defeat Bradley in the second event, as Mark Cripps (BMW E46 M3) narrowly beat Peter Seldon's E36 version to third.

RACE WINNERS

Mazda MX-5 Championship Races 1, 2 & 3: Fraser Fenwick	Race 1: Adrian Bradley (BMW E46 M3); Race 2: Alex Sidwell (Holden Commodore VF)
Mazda MX-5 SuperCup Races 1 & 2: Colin Bysouth; Race 3: Aidan Hills	Fun Cup Endurance Stobart Sport (Colin Kingsnorth/Richard Webb)
Mazda MX-5 Clubman Races 1 & 2: Chris Dawkins	SuperSport Endurance Geoff Newman/Darren Burke (Caterham 310R)
Classic and Modern Motorsport Club	

KIRKISTOWN: 500MRCI BY RICHARD YOUNG

JUNE 25

McCULLOUGH CLOSES IN WITH VICTORY BRACE

David McCullough can begin to relax a little as the Kirkistown FF1600 Championship year moves into its second half.

Although he did suffer a non-finish in the first race of the year, since then he has just kept winning. He added two more victories last Saturday to increase his lead.

While the double winner might have had a fairly boring day in his Van Diemen RF01, the chasers had no chance to relax. Mondiale-driving pair Alan Davidson and Brandon McCaughan kept the crowd on its toes as they fought over second spot. Davidson held sway until the final lap when an inspired inside move at the Hairpin allowed McCaughan ahead for the run to the flag.

In race two, Davidson managed to latch on to poleman McCullough at the start and, once he had got himself out of McCaughan's reach, stayed there.

As usual in the Fiesta Zetecs this year, the main players were the Graham family – dad Derek and son Michael – and the Stewart

brothers Paul and Mark (with some intervention from Neville Anderson).

This quintet played vigorously throughout two frantic performances. The first fell to Derek Graham, the second to Paul Stewart, but everybody had at least a chance to lead at some point and they managed it without significant contact.

The third race, which was run for the non-championship 'Fiestaval', featured a mixed-up grid with positions determined at random. Poleman Michael Mulholland bravely stayed ahead of the massed ranks until lap three and, in the absence of the Graham clan, it fell to the Stewarts – Paul in front – to politely begin to usher him down the order. The rest, eventually headed by Corey Alleyne, followed suit.

The Larkham family dominated both Roadsports encounters, with nephew Steven leading uncle Jim across the in their Radicals with the similar car of John Stewart in third position. Both Saloon encounters were dominated by the Sear of



David McCullough was well clear of the fights

Peter Baxter which came close to lapping everybody else on both occasions.

The Mazda MX-5 brigade provided some hot midfield action in both races. David Cousins won race one at a canter, while second spot was disputed by Damian Moran, Gavin Kilkey and Francis

Allen, who crossed the line just 0.3 seconds apart. Kilkey got the drop on the rest in race two and romped away to an 8s lead while Cousins led the rest home.

Two poorly supported Ginetta Junior races yielded a win apiece to Matthew McCord and Ethan Campbell.

RACE WINNERS

Formula Ford 1600 Races 1 & 2: David McCullough (Van Diemen RF91)	Race 1: David Cousins; Race 2: Gavin Kilkey	Fiesta Zetec Race 1: Derek Graham; Race 2 & 3: Paul Stewart	Steven Larkham (Radical PRO6)
Mazda MX-5	Saloon Libre Races 1 & 2: Peter Baxter (Seat Leon)	Roadsports Races 1 & 2:	Ginetta Junior Race 1: Matthew McCord; Race 2: Ethan Campbell

RACING REPORTS

OULTON PARK: BRSCC BY STEPHEN MOSLEY

JUNE 25

Photos: Steve Jones



Matkin (l) and Prince (r) had a dramatic race exit



Jenson Brickley was uncatchable in BRSCC Fiesta fight

HUGE ACCIDENT MARS OULTON PARK BATTLES

A huge accident in the final Track Attack event of the day at Oulton Park on Saturday left one of the drivers hospitalised following a collision early on in the race.

The opening Track Attack event was held for the combined Nippon and Tricolore Trophy cars and, after surviving an early safety car period, it seemed Jamie Anderson was set for victory in his Honda Civic after assuming the lead on lap two, although he was pushed hard all the way by Matthew Hollier. Hollier though jumped his rival on the final 2.7-mile lap to claim the win.

Rich Hockley made amends for his race-one retirement by taking victory in the second encounter in his Honda

Civic from the fourth row of the grid. In the mixed Deutsche and Nippon pack, Hockley was able to pull clear once he had overtaken David Shead's BMW Compact.

The major incident in the third race, which was held for Deutsche and Tricolore motors, happened at Dentons. Shead led from row two and he was chased by Tony Hunter's Seat Leon.

On lap five, the fourth-placed VW Golf of Geoff Prince made contact with the backmarking Peugeot 206GTi of Kevin Matkin and the pair was sent barrel-rolling off the circuit. The race was halted and while Matkin walked way, Prince was ferried to the medical centre for further treatment. The race

was halted immediately.

Dave Cockell (Ford Escort Cosworth) and Piers Grange (Ford Escort Mk2) had earlier shared the wins in the Modified Ford Series. The opening race was red flagged after only five laps. Cockell retired on only the second lap of the return encounter and Grange profited further when leader Dan Minton was forced to pit on the final tour to claim the triumph.

Jenson Brickley was the form man in the Fiesta Championship and took a brace of wins. He scampered from pole to a six-second win in the opener ahead of Alastair Kellett. Kellett pushed him harder in the second encounter and cut the deficit to just under 3s.

The Junior Fiesta runners had their

second race axed after the earlier incident and the delays to the timetable, and the opener had only run to two laps before a red flag. Thomas Jack Lee had usurped early leader Albert Webster before the event was halted, while Daniel Lewis took third place.

Alex Wilson was the most convincing winner of the day by taking a 30s victory in the Lewis Evans Trophy for the 500cc Owners Club. He had qualified his Cooper Mk10 some 11s faster than anyone else and easily defeated Harry Painter's Mk7 version.

Liam Crilly took his BMW Z4 to the Clubsport Trophy spoils in the 45-minute race, clear of the shared BMW Compact of Malcolm Edeson and David Shead.

RACE WINNERS	
Track Attack Race 1: Matthew Hollier (Renault Clio); Race 2: Rich Hockley (Honda Civic); Race 3: David Shead (BMW Compact)	Fiesta Championship Races 1 & 2: Jenson Brickley Fiesta Junior Championship Thomas Jack Lee Lewis Evans Trophy Alex Wilson (Cooper Mk10) Clubsport Trophy Liam Crilly (BMW Z4 Coupe)

13 ISSUES FOR £13*

SAVING 75%

SUBSCRIBE NOW

- Great value
- Great content
- Don't miss out

- Motorsport News is the go-to place for opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks to bring you the very latest.
- The Reader's Question section features the big names responding directly to your queries.
- Motorsport News focuses on all that is great about British motorsport, from grassroots to the top flight.

VISIT **SHOP.KELSEY.CO.UK/MTSJUL21P**
OR CALL: **01959 543 747** AND QUOTE **MTSJUL21P**
HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the r available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JUNE 23 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

EXCLUSIVE INTERVIEW: **JONNY KANE**

Sportscar battler tackles the MN readers' questions, p20

Red Bull driver forced to drive under pressure for Canadian Grand Prix victory

MAX HOLDS HIS NERVE TO EXTEND HIS F1 POINTS ADVANTAGE

Dutchman's sixth 2023 victory
By Matt James

Max Verstappen has strengthened his grip on the Formula 1 points table by taking his fifth win in six races in a hard-fought Canadian Grand Prix on Sunday.

The Red Bull driver came under attack from Ferrari's Carlos Sainz over the closing stages in Montreal but held on to cross the line just under one second ahead of the Italian machine.

Verstappen now has a 46-point lead in the table as team-mate Sergio Perez retired and Ferrari's Charles Leclerc fought from the back to finish fifth.

Lewis Hamilton took third for Mercedes and was delighted. He said: "It's a relief to be in this position. I expect this coming into the weekend. It's my second podium of the year. So this feels really special, especially where I got my first grand prix win."

Full report, page 4

Verstappen won under some heavy pressure

REPORT
MOFFETT KEEPS UP HIS STREAK
Donegal victory for Hyundai driver, p17

MN POLL
PICKING OUT A TOYOTA STAR CAR
We need your help to unearth firm's finest, p35

£3.99

GETTING OVER THE LINE

THE MOTORSPORT NEWS TECHNICAL COLUMN
PROVIDED BY MOTUL AUTOMOTIVE LUBRICANTS



British Formula 4 bosses tell us how Motul oil is helping young drivers on their way to the top

Photos: Jakob Ebrey

It is little wonder that the British Formula 4 championship is considered one of the most important and influential junior single-seater contests in the world.

The championship for drivers aged 15 years old and upwards attracts ambitious young racers from across the globe. It awards FIA superlicence points and benefits from the exposure of racing in British Touring Car Championship meetings. Formula 1 star Lando Norris and IndyCar star Colton Herta are among British F4's alumni.

Motul is British F4's official lubricants partner, supplying Motul 8100 X-Power 10W/60 oil to the entire grid, and herein Motul's road oil is doing a racing job, and successfully. This is confirmed by Steven Hunter, team principal of Motul-backed JHR Developments that last year became British F4's first-ever reigning triple champion, taking 2021's drivers', teams' and rookie titles.

"We use all Motul products throughout the car, so everything that we use on the car oil based is Motul," Hunter says.

"[The products are] exceptionally good, everything that we've used. The nice bit is [when] they've got a new product that's come on to the market they do approach us to have a try at it, so it gives us an opportunity to try certain things.

"I just genuinely just think that Motul have always done a quality motorsport product full stop, their reputation has always been within that area be it both on four wheels and on two. So it is a brand that gives you an awful lot of confidence in what they're giving us."

A key unique selling point in attracting drivers to British F4, compared to other countries' F4



JHR boss is a Motul fan



Motul's oil helps ensure vital engine reliability and longevity in British F4

contests, is its engine equality and reliability, helped by the championship's engine support Neil Brown Engineering. This equality helps British F4 driving talent be recognised and rewarded as we can be sure results are not down to varying engine performance or lifespan. This is vital in a championship that seeks to help budding young drivers get noticed as they head hopefully for motorsport's pinnacle.

There has been a new challenge for British F4 teams and partners in 2022, that the championship had a near-complete technical overhaul between seasons with, among other things, a new engine in the Abarth. And Motul is playing its part in ensuring equality and reliability in this challenging scenario.

"With their expertise they've put together a good oil that seems to have longevity and also reliability," Hunter continues. "Engines has not really been an issue for anybody as far as I'm aware within the championship [this year]."

Hunter's fellow British F4 team principal, Michael Meadows of Argenti Motosport, agrees. "It's been so far so good. The engines are new, touch wood we haven't had any issues so far," he says.

"[We're looking for an oil that's] competitive on price definitely and something that's going to basically do the least damage to the engine. When it's a regulation oil everyone's got the same thing, it's just about prolonging life and reliability, that's the main thing."

Hunter concurs. "When you're on a

governed oil, we've all got the same oil, what we're looking for is reliability therefore," he explains.

"What they've [Motul] picked as their viscosity levels etc has worked very well with the longevity and the quality. It's a good looker after-er for want of a better word!"

That Motul is British F4's sole provider is important too. "Anything to level the playing field in championships such as that is always of a benefit," Hunter outlines. "The F4 side this year has probably been the biggest learning year, but at present I do see that there is a level playing field in that and using designated oils is one good way to ensure that's the case."

Meadows, again, agrees. "The more spec parts and consumables there are then naturally the more equality and consistency there should be because everything's coming off the same production line.

"So it's another one tick [on] the list, in the same way we all run the same brake pads, the same tyres and stuff like that, oil's on there as part of that so it makes things easier from a team's point of view having a spec oil. And for engine guys, so NBE [Neil Brown Engineering] in our case, they're dealing with a known quantity so they hopefully when all the engines go back see a similar thing."

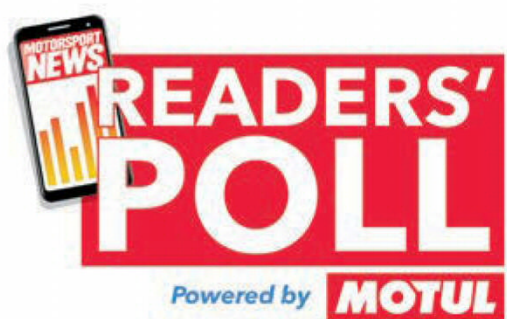
As for the future and JHR's relationship with Motul, Hunter concludes: "We've had a very good relationship with Motul for a few years now which has grown over the years, and hopefully long may it continue."



Motul helps British F4's youngsters show talents

"Motul is a brand that gives you an awful lot of confidence"

FEATURE



TOYOTA: MAKING A MEMORABLE MARK IN MOTORSPORT

We need your help to unearth the favourite racing Toyota of all. By Matt James

Photos: Motorsport Images, mcklein-imagedatabase.com

There used to be something quite endearing about the Japanese firms that tried to triumph on the global motorsport scene.

Ingenious and always memorable, the battlers from the Far East would simply not give up in their quest to crack the usually European-dominated big events and championships. In terms of rallying, the breakthrough came with Toyota in 1990 and then one year later, Mazda finally conquered Le Mans.

Toyota has prevailed in recent seasons and, having been unable to crack Formula 1, has been the benchmark on both the World Endurance Championship and the World Rally Championship.

Motorsport News editor Matt James said: "Toyota has become a mainstay of

HOW TO VOTE

- Visit fastcar.co.uk
- Click on 'Motorsport News'
- Find your favourite and vote

motorsport always ingenious and always inventive, and the Japanese firm has offered the racing and rallying world some truly spectacular machines over the last five decades. We have selected our favourites, and we'd like our readers to help us pinpoint which one has been the most memorable."

THE NOMINEES

1 Toyota Celica 2000GT

Toyota's first tentative steps in the World Rally Championship came with the 2000GT, and it was a winner in the top flight. The machine carried the Japanese firm's colour with pride and was a winner in the hands of Bjorn Waldegard in 1982 before the Group B era took over and the team switched to a twin-cam version, but the 2000GT had been the foundation for Toyota's huge success in the WRC.



2 Toyota Corolla AE86

Chris Hodgetts had been a mainstay of the British Saloon Car Championship – and the Toyota line-up – in the early 1980s, but it wasn't until he returned Japanese firm's fold in 1986 that things really took off. The Team Toyota GB-backed coupe-style machine took a remarkable run of 18 triumphs from 20 starts over a two-season campaign.



4 Toyota TS010

As the long-distance landscape was changing, so did Toyota's offering. It needed to embrace the new 3.5-litre normally aspirated World Sportscar Championship rules and did so with the gorgeous Tony Southgate-penned TS010. It was an outlandish car for the outlandish regulations of the period.



5 Toyota GT-One

If you were truly bonkers enough, you could have bought a Toyota GT-One to drive on the roads. That was the homologation requirement of the GT1 class, which the Japanese firm entered in 1998. The Dallara-built and Toyota Team Europe-run GT-Ones looked much less like the road-going versions entered by Mercedes and Porsche at the time and therefore became more of a crowd favourite.



3 Toyota Celica GT-Four

From the moment it was first introduced into the World Rally Championship in 1988, the Toyota Celica GT-Four looked like a gamechanger. The story of the car ended in ignominy though, as Toyota Team Europe was found to have used an under-bonnet tweak to illegally ramp up the car's turbocharger power, and Toyota was banned from motorsport for a year.



6 Toyota Tacoma 1998 Pikes Peak car

Pikes Peak expert Rod Millen had already won the event three times in versions of a Celica before the idea was created to build the truck-shaped Tacoma, which was fitted with a 2.1-litre IMSA-derived engine to take the 4700ft climb over the 12.4-mile course. Even Millen couldn't beat his 1998 effort of 10m07s when he returned a year later, although he did add a fifth crown and his fourth-straight event victory.



7 Toyota TF105

Mike Gascoyne helped pen the TF105, which was a time when all the grand prix learning was supposed to have been done and the results were expected. Ralf Schumacher and Jarno Trulli were plugged into the cockpit and Trulli's run of three podiums (two seconds and a third) over the opening five races looked promising and, at that stage, he was second only in the drivers' championship to eventual winner Fernando Alonso.



8 Toyota TS050

When Toyota joined the World Endurance Championship in 2012, it was clear that the global crown was one of its aims. There was another undeclared mission though that all with an eye to history knew about: it was desperate to finally prevail at Le Mans. It finally did in 2018 with Fernando Alonso, Sebastien Buemi and Kazuki Nakajima claiming the win – the first of two for the crew and three for the TS050. Finally, the monkey was off Toyota's back – and it scooped two FIA World Endurance titles to boot. It was Toyota's dream-achieving sportscar.



9 Toyota Yaris WRC

With its pulling power and budget, Toyota was able to gradually collect together the driving strength it wanted and, by 2019, it became the WRC's powerhouse it is today. Ott Tanak took the title in the Yaris with six wins, but Hyundai ached the makes' crown. When Ogier joined a year later, the Japanese attack became impregnable and it hasn't lost a drivers' crown since.



10 Toyota Corolla

Switching to a new car all designed in-house is mammoth for any team, but in 2019 British Touring Car Championship team Speedworks Motorsport did not flinch from the challenge with the Corolla and got four wins in its maiden season. Driver Tom Ingram was in with a shot of the crown going into 2020's finale round and just lost out despite another three victories along the way. Christian and Amy Dick's team has since expanded to running two machines.



COLUMNIST

MICHAEL O'BRIEN



The McLaren GT star tells us why the future's bright for Orange Racing in GT Cup

Photos: Jakob Ebrey, @gtcup



O'Brien got GT Cup chance



O'Brien is delighted with how this year is going

Being right in the fight for the British GT championship in 2020 with Team Rocket RJN and James Baldwin was a real high, and you'd hope from that you'd have a busy 2021. A lot of people were saying a lot of exciting things but it was still proving quite difficult to actually put programmes together.

So unfortunately no stars aligned after that season and over the winter period it was a bit of a waiting game, and even into the 2021 season, before getting the introduction to the guys at Orange Racing through McLaren.

It started by going out to help on the very first test day with the car. Orange had purchased a McLaren 570S GT4 at the start of the season, and requested a factory driver through McLaren to support the test day with things like coaching and set-up. I'd got chosen to go up on the day and things went very well, they were very pleased with not only the car but the level of support myself and McLaren had given them on that day.

So things really escalated from there and I was invited back for the first race weekend in GT Cup, again in a support role outside of the car. And then things kept growing and I would go on to pair with Josh Jackson racing for the remainder of the season, and we won that year's GTH championship.

Both Josh and Simon Orange – who I race with this year – were drivers you could see would be able to offer great success: they were both very quick and very exciting teammates to have in that Pro-Am structure.

The relationship with the team was also very good. I was able to lead the set-up direction of the car and help team principals Graham Young and Jason Hughes in terms of running the car programme. They really made me feel part of the team from day one and the relationship clicked. And it's led to where we are now in 2022.

Simon being as competitive as he is, the next step was logically to step up to the GT3 car, it's a natural progression for him as a driver and from the Ginetta he drove last season. The idea was to continue his development and progression as a driver. I'm extremely happy with how it's going so far racing the GT3 with Simon in 2022, in how well he's picked up and adapted to the car, the team have done an absolutely stellar job and everyone's just taken to the GT3 like a duck to water.

GT Cup was an obvious step as we start a GT3 journey. I think GT Cup is now really on a par with British GT or certainly very close to it. It's a very very competitive place to be; there's



O'Brien and Orange are regular frontrunners

a lot of the top national teams involved whether that's Enduro or RAM Racing with the Mercedes. So for us it's the perfect place to go and benchmark ourselves.

I knew that with Simon's speed and the team's capability that we'd be able to be up at the GT Cup's sharp end straight away but I didn't know exactly where that would be. Through pre-season testing we seemed to be ahead of everyone that we needed to be, but obviously the times mean nothing. We were optimistic but cautious.

It's taken us all by surprise how competitive we've been in 2022 and how much we've stamped our authority on the series so far: we're fighting for podiums every race, we've only finished off the podium twice and we've got more wins than any other pairing.

In the rest of the season we need to continue to do what we're doing now which is to fight for points and podiums. We're not going out to try and win every race, we're going out to try and be more consistent than every other duo; that should leave us in a position we want to be in come the end of the year.

I see myself at the Orange team for a long time. They've made me feel very welcome, they've given me the freedom to really take a lead role in the team on driving and on helping them with other factors, so I feel very comfortable.

Next year and beyond there is a lot of exciting things in the pipeline. To keep growing and to keep making steps as drivers and a team is where we want to go and the future looks really bright.

"It's taken us by surprise how much we've stamped our authority on the series"

WHAT'S ON

YOUTUBE REVIEW

Many things set the British Grand Prix apart, and chief among them is its rich history. As you might expect YouTube isn't short of retro footage from this race, but we direct you towards 1965's version and British Movietone's contemporary news

report of it. This is at: youtube.com/watch?v=GAVFdGfJ2LE. It's a three-and-a-half minute glimpse into F1's bygone age, with cigar-shaped cars flying around near flat-out Silverstone. You'd be forgiven for thinking Jim Clark's win was just another

of his British Grand Prix triumphs, in a year where he won just about everything. Not so. While he cleared off in first as usual, after half distance his Climax engine developed a misfire, which progressively worsened. Clark adapted by

switching his engine off in the corners, so it didn't blow when its oil was particularly low. Graham Hill, himself running out of brakes, closed from half a minute behind to 3.2 seconds adrift at the end. **Graham Keillor**



Clark overcame 1965 dramas

TV GUIDE



Relive a Silverstone classic

Sky Sports F1 has highlights of a couple of retro British Grands Prix this (Thursday) evening to warm you up for the latest home Formula 1 event this weekend. The 1989 race is on at 2100hrs-2130hrs followed immediately by 1994's event at 2130hrs-2200hrs. The channel's weekend-preview F1 Show is early this time, first shown this evening at 1800hrs-1900hrs, while Ted Kravitz's Notebook reviews are as usual on at 1800hrs-1830hrs on Saturday for qualifying and Sunday at the same time for the race.

Channel 4 is showing the British Grand Prix live this weekend, but it still has its highlights programmes with qualifying shown on Sunday morning at 0210hrs-0305hrs and the race on in Monday's wee hours at 0005hrs-0105hrs. And if after a busy weekend of motorsport you haven't had your fill by Sunday evening, Sky Sports F1 then shows this weekend's GT World Challenge Europe Sprint action from Misano at 2100hrs-2300hrs.

Graham Keillor

LIVE TV

FORMULA 1 BRITAIN

Practice 1: Friday, 1230hrs-1430hrs, Sky Sports F1, Sky Showcase; 1255hrs-1410hrs, Channel 4
Practice 2: Friday, 1555hrs-1725hrs, Sky Sports F1, Sky Showcase; 1555hrs-1705hrs, Channel 4
Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1, Sky Showcase; 1145hrs-1305hrs, Channel 4
Qualifying: Saturday, 1410hrs-1655hrs, Sky Sports F1, 1410hrs-1635hrs, Sky Showcase; 1410hrs-1600hrs, Sky Sports Main Event; 1410hrs-1630hrs, Channel 4
Race: Sunday, 1330hrs-1800hrs (start time 1500hrs), Sky Sports F1; 1330hrs-1700hrs, Sky Showcase, Sky Sports Main Event; 1330hrs-1825hrs, Channel 4

FIA F2 SILVERSTONE

Practice: Friday, 1045hrs-1130hrs, Sky Sports F1
Qualifying: Friday, 1725hrs-1805hrs, Sky Sports F1
Sprint race: Saturday, 1655hrs-1800hrs, Sky Sports F1
Feature race: Sunday, 1000hrs-1115hrs,

Sky Sports F1

FIA F3 SILVERSTONE

Practice: Friday, 0935hrs-1020hrs, Sky Sports F1
Qualifying: Friday, 1450hrs-1530hrs, Sky Sports F1
Sprint race: Saturday, 0950hrs-1045hrs, Sky Sports F1
Feature race: Sunday, 0830hrs-0930hrs, Sky Sports F1

W SERIES SILVERSTONE

Qualifying: Friday, 1805hrs-1905hrs, Sky Sports F1, Sky Showcase
Race: Saturday, 1310hrs-1410hrs, Sky Sports F1, Sky Sports Main Event, Sky Showcase; 1305hrs-1410hrs, Channel 4

PORSCHE SUPERCUP SILVERSTONE

Race: Sunday, 1150hrs-1300hrs, Eurosport 2; 1205hrs-1245hrs, Sky Sports F1

INDYCAR MID-OHIO

Practice 1: Friday, 2100hrs-2200hrs, Sky Sports F1
Practice 2: Saturday, 1530hrs-1630hrs, Sky Sports Mix
Qualifying: Saturday, 1930hrs-2045hrs,

Sky Sports F1

Race: Sunday, 1730hrs-2000hrs, Sky Sports Action; Sunday, 1830hrs-2000hrs, Sky Sports F1

FORMULA E MARRAKESH

Qualifying: Saturday, 0930hrs-1120hrs, Eurosport 2
Race: Saturday, 1630hrs-1835hrs, Eurosport 2; 1630hrs-1830hrs, Channel 4

DTM NORISRING

Qualifying 1: Saturday, 0930hrs-1000hrs, BT Sport/ESPN
Race 1: Saturday, 1215hrs-1345hrs, BT Sport/ESPN
Qualifying 2: Sunday, 0900hrs-0945hrs, BT Sport 2
Race 2: Sunday, 1215hrs-1345hrs, BT Sport 2

DTM TROPHY NORISRING

Race 1: Saturday, 1400hrs-1500hrs, BT Sport/ESPN
Race 2: Sunday, 1400hrs-1500hrs, BT Sport 2

NASCAR ROAD AMERICA

Race: Sunday, 1930hrs-0000hrs, Premier Sports 1

WHAT'S ON

RALLYING SATURDAY-SUNDAY

■ **McRae Rally Challenge (Knockhill)** (spectators admitted) Border Ecosse Car Club knockhill.com

SUNDAY

■ **Greystoke Stages, Cumbria** (no spectators) West Cumbria/Eden Valley MC greystokestages.co.uk

■ **Bob Shaw Memorial Stages** (no spectators) Pembrokeshire Motor Club pembrokeshiremotorclub.com

RACING FRIDAY-SUNDAY

■ **Silverstone GP, Northants British Grand Prix:** Formula 1, W Series, Formula 2, Formula 3, Porsche Supercup Starts Friday, qualifying from 0840hrs Saturday, racing from 0955hrs Sunday, racing from 0835hrs Admission from £115 (Friday) Web silverstone.co.uk Advance tickets only

SATURDAY

■ **Donington Park National, Leics** MGCC meeting: Morgans, MG Trophy, MG Metro,

Midget and Sprite, BCV8, MG Cup, Cockshoot Cup Starts racing from 1120hrs (qualifying from 0905hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY

■ **Snetterton 300, Norfolk** MSVR meeting: Else Trophy, EnduroKa, Turismo X, Track Day Championship, Track Day Trophy Starts Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 0905hrs Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Brands Hatch Indy, Kent** 750MC meeting: BMW Car Club, Formula Vee, F1000, 5Club MX-5, Toyota MR2, Roadsports, Bike Sports, Sports Specials, Hot Hatch, Armed Forces Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 1000hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SUNDAY

■ **Donington Park National, Leics** ECR/MSVR meeting:

Equipe Super Sprint Starts racing from 1115hrs (qualifying from 0905hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SPORTING SCENE SATURDAY-SUNDAY

■ **Foxhall Heath, Ipswich** Spedweekend, National Hot Rod World Final: Starts: 0930hrs each day. Admission: adult £35 (each day), concessions £33 (each day), children 5-14 £20 (each day). Web: spedeworth.co.uk

SUNDAY

■ **Harewood Hill British Hillclimb Championship** Starts: 0900hrs Admission: adults £12 (in advance) Web: harewoodhill.co.uk

Details correct at time of going to press. Please check with organisers before travelling.

WE NEED YOU!
GET INVOLVED WITH MN



EMAIL
matt.james@kelsey.co.uk



TWITTER
Updates:
@MNMotorsport



FACEBOOK & INSTAGRAM
Search for 'Motorsport News'



DIGITAL ISSUE
See motorsport-news.co.uk



WRITE TO US
Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Donington Historic event had an eclectic mix, by Rich Cranston



Chris Collier's shot of a hot Lambo



Another classic from Rich Cranston



Britcar gets going, by Sam Nudd



Gary Isherwood's Legends shot

NEXT EDITION

OUT THURSDAY, JULY 7

BRITAIN'S GREATEST MOTORSPORT WEEKEND - ALL THE ACTION FROM THE BRITISH GRAND PRIX

Can Hamilton fight back on home soil?



Will Russell break onto the podium for Mercedes?



Who can stop the Verstappen steamroller?



See MN for all the news, reaction and rumour from the Silverstone showpiece

ALL THE LATEST NEWS, FEATURES AND OPINION FROM THE MOTORSPORT WORLD

THE VOICE OF BRITISH MOTORSPORT



motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keillor
Tel: 07973 829291
Email: Graham.Keillor@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors

Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING

Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION

Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT

Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Publisher: Gareth Beesley
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS

UK subscription and back issue
orderline: 0845 241 5159
Overseas subscription
orderline: 0044 (0) 1959 543 747
Toll free USA subscription
orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION

Distribution in Great Britain
Marketforce UK Limited,
121-141 Westbourne Terrace, London W2 6JR
Tel: 0330 390 6555

Distribution in Northern Ireland and the
Republic of Ireland
Newspress
Tel: +353 23 886 3850

Kelsey Media 2022 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.



www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue



Classified



Telephone: 01732 445 328 Email: Russell@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
 25 words = £25 (£30 inc vat)
 25 words + Picture = £35 (£42 inc vat)
 Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
 £50 (£60 inc vat)
 £10 per extra column cm (£12 inc vat)
Private seller Offer
 25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445328** or **email Russell@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors. Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not. Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force. **Six weeks notice** prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

DAVID
AUBEN
& ASSOCIATES
INSURANCE BROKERS

INSURANCE

DAVID
AUBEN
& ASSOCIATES
INSURANCE BROKERS



POLICIES FOR
 ✓ COMPETITION CARS
 ✓ RALLY & RACE CARS
 ✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
 Authorised and regulated by the Financial Services Authority

BUSINESS FOR SALE

Retirement sale

Circuit-based
 motorsport hardware & accessory business
 in the heart of the Midlands
 motorsport cluster

Expressions of interest welcome
 nicholas.williams3322@gmail.com

ClassicFordShow

NEW VENUE

SOUTH OF ENGLAND SHOW GROUND

SUNDAY 10th
JULY 2022

CLASSICS
WORLD

ClassicFord

BOOK NOW*

VISIT WWW.CLASSICFORDSHOW.CO.UK

*Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. Advance public tickets sales close Midnight Friday 8th July 2022.

MARKETPLACE

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods



CARRILLO
The Choice Connection

Have the pistons you need, not a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com

Cambridge Motorsport Parts
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

QED

Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

TO ADVERTISE CALL
01732 445328

CBR
CRAIG BECK RACING

Historic Engine Specialist

Lotus Twin Cam

Ford Cosworth BDA/BDG



CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with:-

- In-house Ultra-Sonic Parts Cleaning
- In-house Super Finishing Process
- In-house Dyno Testing

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR
CRAIG BECK RACING

ADVERTISING DOESN'T COST, IT PAYS!



russell@talkmediasales.co.uk

www.compbrake.com **CompBrake-Motorsport** Designers in Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES

FUEL TANK 18 GALLON [H300mm x W300mm x L900mm] **£229.99** PROJECT **CMB-FT-018G** 1 X FILLER CAP, COMPLETE WITH SENDER & STRAPS [BAFFLED]

FUEL TANK 17 GALLON [H200mm x W300mm x L900mm] **£239.99** PROJECT **CMB-FT017-BLK** 1 X FILLER NECK, SCREW CAP & SIGHT GAUGE [BLK ANODISED]

FUEL TANK 18 GALLON [H300mm x W300mm x L900mm] **£219.99** PROJECT **CMB-FT018-TW** 2 X FILLER NECKS + STRAPS [FOAM FILLED]

FUEL TANK FLAT 12 GALLON [H100mm x W200mm x L800mm] **£199.99** PROJECT **CMB-FT012** 1 X CENTRAL MOUNTED FILLER NECK [BAFFLED] SIGHT TUBE & MOUNTING BRACKETS

FUEL TANK BOOT-FILL 11 GALLON [H250mm x W330mm x L350mm] **£199.99** PROJECT **CMB-FT011** 1 X REAR MOUNTED FAR SIDE FILLER NECK [BAFFLED]

TANK SHOP [LENGTH] [HEIGHT] [WIDTH]

Please add any fitments or accessories you need to your drawing

3MM Aluminium for Strength & Safety

DESIGN YOUR TANK?

BESPOKE FUEL TANKS

FOR RACE & RALLY

email: sales@compbrake.com

AUSTIN 7 NIPPY **£334.99**

SAAB 900 **£399.99**

LOTUS 7 **£334.99**

FORD FIESTA MK1 **£329.99**

FORD ESCORT COSWORTH MK5/6 **£499.99**

Compbrake presents its eagerly anticipated classic car tank range

Compbrake offers a complete design and manufacturing service to classic, vintage and custom car restorers. We are able to reproduce petrol tanks to customer specifications, drawings, photos and patterns. We can manufacture petrol tanks from steel, stainless steel and aluminium for a range of vehicles including generators, boats, cars and bikes.

REPLACEMENT FUEL TANKS

Tanks come complete with Sender Unit or Sight Gauge.

FOR CLASSIC CARS

tel: +44 (0)1744 895 888

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS



ASTON MARTIN DBS



1969, £145,000. Registered 1st August 1969 this Aston Martin DBS coupe has been residing in France over recent years. Prior to this the history file includes details of engine and suspension rebuilds. Where MOT certificates indicate very little use over the last 15 years, the car has more recently benefited from a replacement five speed Tremec gearbox, a full repaint in California Sage and a complete interior re trim. Supplied fully serviced with 12 months MOT. Please call 01993 849610, South East. (T)

114935

ASTON MARTIN V8



1974, £99,950. Finished in original Kentucky blue with bark blue trim this car was purchased from Work Service some tow years ago for the purpose of taking part in Classic Rally's in Europe. The most recent being the Gataag Rally in 2020. But due to limited use the car is now for sale. Prior to its use the owner spent over £50,000 on engine rebuild, suspension upgrade and AP braking system. The car has since proved very reliable. Please call 01993 849610, South East. (T)

114940

ASTON MARTIN VANTAGE



1998, POA: Registered 20th May 1998 this Supercharged Vantage to full V600 'works dynamics' specification is finished in the most desirable colour combinations of Royal blue metallic with parchment piped blue leather and dark blue carpets. With just 28000 miles and full dealer and latterly 'works service' service history the car wanted for nothing with no expense spared in its maintenance. Most recent works undertaken at 'Works Service' included a full service, new clutch, instrument upgrades and 'Nardi ' steering wheel. With out doubt the V600 limited edition has to be regarded as one of the most collectable of the 'Newport Pagnell' aluminium bodied generation Aston Martin's Supplied fully serviced with 12 months warranty. Please call 01993 849610, South East. (T)

114937

JAGUAR F-TYPE



2017, 11000 miles, £46,995. Engine and MPG, CO2 emissions: 234g/km. Please call 01442 833311, South East.

114879

PORSCHE 911



2012, £54,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nat, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. Please call 01485 541526, South East. (T)

114934

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS2000 (evocation)

- **HPE 2.1L Pinto Engine (186bhp), Accralite pistons, forged con rods, Big valve race head, Piper 300 cam, HPE bolt in core plugs, HPE toothed belt kit, Alloys RS sump, Tony Law exhaust manifold, GENUINE Ford group 1 downdraught inlet manifold(Very rare!),** Twin 48 IDF carbs, Front coil overs conversion, Rear GAZ shocks, 2 piece QUAIFE halfshafts, TransX LSD with 4.1 diff, 7x13 RS Replica wheels, Type 9 - 5 speed gearbox, BHG gearkit, AP clutch, Facet fuel pump, Battery located in boot. Please call 01963364432, South West.

115056

FORD ESCORT



1970, 7500 miles, £40,000. Ford Escort Rally car. 1970. 1600 crossflow engine. Rebuilt, absolutely immaculate. More photos on request. 7500 miles since being rebuilt. Please call 07801101645, East Midlands.

113683

LOTUS EVORA



2018, £64,995. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. Please call 07577 575770, South East. (T)

114875



TO ADVERTISE VISIT:
WWW.MOTORFREEADS.CO.UK

OR EMAIL:
CARS@KELSEYCLASSIFIEDS.CO.UK

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com

0800 772 0956

www.goosetaxation.com



Goose
Taxation

COMMUNICATIONS

Pit to Car
Radio & GSM
solutions

0044(0)1508 528837

www.raceradio.co.uk

Autotel
Digital Race
Radio

ELECTRONICS

Vehicle
Wiring
Products

0115 930 5454

www.vehicleproducts.co.uk

ENGINES



Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk



www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com

Builder Street, Llandudno, LL30 1DR
sales@groupbmotorsport.com

01492 339574

TRACK
DAYCLASSIC
MOTORSPORTMODERN
MOTORSPORT

AUTHORISED
REPAIR CENTRE

EXHAUSTS

SIMPSON
Race Exhausts

The Stainless Steel Rally Exhaust Specialists ...

Follow Us
twitter.com/SimpsonExhausts

Like Us
facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES



Rally & Race Gearboxes,
GearKits, LSD's and Driveshafts

T: 01782 280 136 F: 01782 269 913
E: sales@eliteracingtransmissions.com

visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES

Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE

Buy online in minutes - trackday-reis.co.uk

*Conditions apply

0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk



*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only. Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to eligibility and underwriting criteria. Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2DB.

OILS & LUBRICANTS



witham
Motorsport
OILS

www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON
The POWER to Perform

020 8518 9136

www.burtonpower.com

RACE & RALLY PARTS



Tel: 00 44 (0) 1462 684300

www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport

www.compbrake.com

+44(0) 1744 895 888

Please visit our website for a free catalogue

RACE & RALLY PARTS

orranje orranje.co.uk

MINI Performance Parts, MINI Tuning & MINI Styling Products,
for MINI Enthusiasts by MINI Enthusiasts.

@OrranjeP #orranje @OrranjeP /OrranjePerformance

RACE & RALLY PARTS

Rally Design

www.rallydesign.co.uk

01227 792 792

DRY SUMP

PAC
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

TRAILERS & TRANSPORTERS

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience **speedline**



Tel: +44 (0) 1952 582 825



e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT

**MOTORSPORT
NEWS**

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

Andy Welch

Advert Production Supervisor

T: +44 (0) 1732 445 325

E: Andy.Welch@talkmediasales.co.uk

**TO ADVERTISE YOUR PRODUCTS AND SERVICES
IN OUR NEXT ISSUE PLEASE CALL RUSSELL BEDFORD**

01732 445328

TRAX

THE ULTIMATE PERFORMANCE CAR EVENT

POWERED BY
TURBOZENTRUM

**BOOK
YOUR TICKETS
NOW!**

SUNDAY 11th SEPT 2022
SILVERSTONE CIRCUIT



FOR MORE INFORMATION VISIT
WWW.TRAXSHOWS.CO.UK



PERFORMANCE
BMW

PERFORMANCE
MINI

Performance
VW

fastford

Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. Advance public tickets sales close Midnight Friday 9th September 2022.
Warning motorsport can be dangerous.